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Docket Number FD36873

7 May 2026

Dear Members at the STB,

ENTERED
Office of Chief Counsel
May 7, 2026
Part of
Public Record

.One, I do not like this merger for essentially all the reason why they say it'll work..

With regards to intermodal, 2.1M truckloads!!! My questions is, why do they have to merge to make this happen?? Juust start marketing lanes now to grab the traffic.

And "HELLO" they've, the RR's have been trying to grab this traffic all these years. And haven't. so single line service isn't going to help or gain traffic in the realm they are promoting.

Two, that is, doing the math, 2.1 million truck loads is 10,500 more trains, double stacked at a (100) wells each.. The RR's cry when I want (5) boxcars a month moved!! The existing infrastructure will never handle this 2.1M trucks converted to the rails, When is this supposed to happen.? Timing, over (40) years? If the increase happened tomorrow, the RR's would be crushed. Then add in 10,500 well cars and manufacturing timing, added capacity at ports and inland ports / container terminals etc.. locomotives, just adding those, plus the facilities to handle them..

Then lets discuss crews.. This is another reason why this merger should never happen. They RR's treat the crews horribly .. check out the conductor crew shortage video I added below.. Then, lets go back to an intermodal terminal.. There needs to be expansion at each facility and is land available? or at the ports? Domestic too. Again, this is just intermodal. what about other traffic, lumber, paper, auto's, with the current administrations steel mills additions and added jobs there. Where does that traffic go and get pulled? Where does the staffing come to fill the jobs? Even a plan to sell off lines and make trunks, still has issue..

M4 is not for Merger.

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CC "All Parties of Record"