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Subject: Inquiry Regarding the Union Pacific and Norfolk Southern Merger - STB Docket FD36873

Dear ALJ Soulikias and Parties of Record,

I hope this message finds you well. I am writing to the Board concerning the proposed merger between Union Pacific Railroad and Norfolk Southern Railroad, as noted in the STB Docket FD36873. I have several questions and observations that I hope can be addressed to provide clarity on the potential impacts of this merger.

Firstly, regarding the existing dwell times at the Clearing Yard on the Belt Railway of Chicago, as highlighted in the August 4th daily news report by Railway Age, the STB has expressed concerns about these delays. The merger documentation suggests that interchanges between the merged railroads will occur more smoothly. However, practical issues such as crew changes, locomotive servicing, and other operational necessities will seem unchanged by the merger. Add in that the merged RR's are stating to add (19) more intermodal trains per day, the steel added steel mills, auto industry and other industrial manufacturing, how does the proposed merger plan to address and improve these dwell time challenges?

Secondly, there are unresolved questions regarding the retainership of Operating Crews and Maintenance of Way (MoW) employee's post-merger. The merging railroads have indicated that operations can be maintained with a workforce of 30,000, yet the current combined workforce stands at 52,000. While some overlap may exist, how will the reduction be managed without compromising operational efficiency and safety? Retention issues within the Crafts of Engineers, Conductors, and MoW employees have been well-documented and require a strategic approach. How do the merged railroads plan to address these retention challenges effectively?

For further context, I have referred to data and discussions from the following sources: [insert YouTube and Reddit links here].

I look forward to your response on these matters. Thank you for your attention and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel M. Bigda', is enclosed in a rectangular box.

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CC "All Parties of Record"

https://www.youtube.com/watch?v=k0B58KA_AVc,
MOW link,

<https://www.youtube.com/watch?v=asZzsCa5up8>,

https://www.reddit.com/r/railroading/comments/1t170cc/why_the_train_industry_is_losing_its_workforce/
e/