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REDACTED VERSION – TO BE PLACED ON PUBLIC RECORD

CSXT-49

November 18, 2026

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ENTERED
Office of Chief Counsel
November 18, 2026
Part of
Public Record

VIA E-FILING

Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
Office of Chief Counsel
395 E Street, SW
Washington, DC 20423

Re: Docket No. FD 36873 (Sub-No. 52), CSX Transportation, Inc.—Trackage Rights — Norfolk Southern Railway Company Between Lurgan, PA And Manville, NJ

Dear Ms. Brown:

Enclosed for e-filing in the above-referenced proceeding is the Responsive Application by CSX Transportation, Inc. ("CSXT"). There are two versions of the Responsive Application. The first version, marked "REDACTED VERSION – TO BE PLACED ON PUBLIC RECORD," and in which sensitive commercial, financial, and operating information has been redacted, is to be filed on the public record and served on all parties of record. The second version, marked as "HIGHLY CONFIDENTIAL – FILED UNDER SEAL" is an unredacted version to be filed under seal subject to the Protective Order of August 5, 2025, and to be served on anyone who has executed the Board's undertaking for highly confidential material contained in the Protective Order.

The accompanying workpapers (designated as "HIGHLY CONFIDENTIAL") will be made available to those who have executed the Board's undertaking for highly confidential material contained in the Protective Order.

CSXT believes all required and relevant information is included in this Responsive Application. To the extent the Board needs additional information, CSXT is prepared to provide that information as ordered.

A filing fee of $10,600 was paid using pay.gov on November 18, 2026.

FEE RECEIVED
November 18, 2026
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TRANSPORTATION BOARD

Please contact me directly if you have any questions.

[Signature page follows.]

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November 18, 2026
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REDACTED VERSION – TO BE PLACED ON PUBLIC RECORD

Respectfully submitted,



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Enclosures

cc: All parties of record

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873 (SUB-No. 52)

CSX TRANSPORTATION, INC. — TRACKAGE RIGHTS — NORFOLK SOUTHERN RAILWAY COMPANY BETWEEN LURGAN, PA AND MANVILLE, NJ

APPLICATION & EXHIBITS

PUBLIC VERSION

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Dated: November 18, 2026

TABLE OF CONTENTS

Page

INTRODUCTION 1

I. Post Merger UP/NS Would Leverage NS's {{ }} in Eastern Pennsylvania to Foreclose Interline Competition. 5

a. Eastern Pennsylvania is a critical region for intermodal freight and is {{ }} by NS. 5

b. The merger would give UP/NS the incentive to exploit NS's {{ }} to foreclose interline competition in Eastern Pennsylvania. 9

II. Granting CSXT trackage rights would preserve some competition and produce net public benefits. 11

SPECIFIC INFORMATION REQUIRED BY THE REGULATIONS 13

General Information Supporting the Transaction 14

1180.6(a)(1)(i)	A brief summary of the proposed transaction, the name of the applicants, their business address, telephone number, and the name of the counsel to whom questions regarding the transaction can be addressed. 14
1180.6(a)(1)(ii)	The proposed time schedule for consummation of the proposed transaction. 14
1180.6(a)(1)(iii)	The purpose sought to be accomplished by the proposed transaction, e.g., operating economies, eliminating excess facilities, improving service, or improving the financial viability of the applicants. 15
1180.6(a)(1)(iv)	The nature and amount of any new securities or other financial arrangements. 16
1180.6(a)(2)	A detailed discussion of the public interest justifications in support of the application, indicating how the proposed transaction is consistent with the public interest, with particular regard to the relevant statutory criteria, including: 16
1180.6(a)(2)(i)	The effect of the transaction on inter- and intramodal competition, including a description of the relevant market (see § 1180.7). Include a discussion of whether, as a result of the transaction, there is likely to be any lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States. 16

1180.6(a)(2)(ii)	The financial consideration involved in the proposed transaction, and any economies, to be effected in operations, and any increase in traffic, revenues, earnings available for fixed charges, and net earnings, expected to result from the consummation of the proposed transaction. 17
1180.6(a)(2)(iii)	The effect of the increase, if any, of total fixed charges resulting from the proposed transaction..... 18
1180.6(a)(2)(iv)	The effect of the proposed transaction upon the adequacy of transportation service to the public, as measured by the continuation of essential transportation services by applicants and other carriers. 18
1180.6(a)(2)(v)	The effect of the proposed transaction upon applicant carriers' employees (by class or craft), the geographic points where the impact will occur, the time frame of the impact (for at least 3 years after consolidation), and whether any employee protection agreements have been reached. 19
1180.6(a)(2)(vi)	The effect of inclusion (or lack of inclusion) in the proposed transaction of other railroads in the territory, under 49 U.S.C. 11324..... 19
1180.6(a)(3)	Any other supporting or descriptive statements applicants deem material..... 19
1180.6(a)(4)	An opinion of applicants' counsel that the transaction meets the requirements of the law and will be legally authorized and valid, if approved by the Board. This should include specific references to any pertinent provisions of applicants' bylaws or charter or articles of incorporation. 20
1180.6(a)(5)	A list of the State(s) in which any part of the property of each applicant carrier is situated. 20
1180.6(a)(6)	Map (exhibit 1). Submit a general or key map indicating clearly, in separate colors or otherwise, the line(s) of applicant carriers in their true relations to each other, short line connections, other rail lines in the territory, and the principal geographic points in the region traversed. If a geographically limited transaction is proposed, a map detailing the transaction should also be included. In addition to the map accompanying each application, 20 unbound copies of the map shall be filed with the Board. 20
1180.6(a)(7)(i)	Describe the nature of the transaction (e.g., merger, control, purchase, trackage rights), the significant terms and conditions, and the consideration to be paid (monetary or otherwise)..... 21

1180.6(a)(7)(ii)	Agreement (exhibit 2). Submit a copy of any contract or other written instrument entered into, or proposed to be entered into, pertaining to the proposed transaction. In addition, parties to exempt trackage rights agreements and renewal of agreements described at § 1180.2(d)(7) must submit one copy of the executed agreement or renewal agreement with the notice of exemption, or within 10 days of the date that the agreement is executed, whichever is later.	21
1180.6(a)(7)(iii)	If a consolidation or merger is proposed indicate: (A) The name of the company resulting from the consolidation or merger; (B) the State or territory under the laws of which the consolidated company is to be formed or the merged company is to file its certificate of amendment; (C) the capitalization proposed for the resulting company; and (D) the amount and character of the capital stock and other securities to be issued.	21
1180.6(a)(7)(iv)	Court Order (exhibit 3). If a trustee, receiver, assignee, or personal representative of the real party in interest is an applicant, submit a certified copy of the order, if any, of the court having jurisdiction, authorizing the contemplated action.	21
1180.6(a)(7)(v)	State whether the property involved in the proposed transaction includes all the property of the applicant carriers and, if not, describe what property is included in the proposed transaction.	22
1180.6(a)(7)(vi)	Briefly describe the principal routes and termini of the lines involved, the principal points of interchange on the routes, and the amount of main-line mileage and branch line mileage involved.	22
1180.6(a)(7)(vii)	State whether any governmental financial assistance is involved in the proposed transaction and, if so, the form, amount, source, and application of such financial assistance.	23
1180.6(a)(8)	Environmental data (exhibit 4). Submit information and data with respect to environmental matters prepared in accordance with 49 CFR part 1105. In major and significant transactions, applicants shall, as soon as possible, and no later than the filing of a notice of intent, consult with the Board's Office of Environmental Analysis for the proper format of the environmental report.	23
1180.6(b)(3)	Change in control (exhibit 8). If an applicant carrier submits an annual report Form R-1, indicate any change in ownership or control of that applicant carrier not indicated	

in its most recent Form R-1, and provide a list of the principal six officers of that applicant carrier and of any related applicant, and also of their majority-owned rail carrier subsidiaries. If any applicant carrier does not submit an annual report Form R-1, list all officers of that applicant carrier, and identify the person(s) or entity/entities in control of that applicant carrier and all owners of 10% or more of the equity of that applicant carrier. 23

1180.6(b)(5) Issues (exhibit 10). Submit a discussion of any other issues relevant to the transaction. 24

1180.6(b)(6) Corporate chart (exhibit 11). Submit a corporate chart indicating all relationships between applicant carriers and all affiliates and subsidiaries and also companies controlling applicant carriers directly, indirectly or through another entity (with each chart indicating the percentage ownership of every company on the chart by any other company on the chart). For each company: include a statement indicating whether that company is a noncarrier or a carrier; and identify every officer and/or director of that company who is also an officer and/or director of any other company that is part of a different corporate family that includes a rail carrier. Such information may be referenced through notes to the chart. 24

1180.6(b)(7) If applicant is not a carrier, indicate (i) the type of business in which it is engaged, (ii) the length of time so engaged, and (iii) its present and prospective activities which have or may have a relation to transportation subject to 49 U.S.C. Subtitle IV. 25

1180.6(b)(8) Intercorporate or financial relationships. Indicate whether there are any direct or indirect intercorporate or financial relationships at the time the application is filed, not disclosed elsewhere in the application, through holding companies, ownership of securities, or otherwise, in which applicants or their affiliates own or control more than 5% of the stock of a non-affiliated carrier, including those relationships in which a group affiliated with applicants owns more than 5% of the stock of such a carrier. Indicate the nature and extent of any such relationships, and, if an applicant owns securities of a carrier subject to 49 U.S.C. Subtitle IV, provide the carrier's name, a description of securities, the par value of each class of securities held, and the applicant's percentage of total ownership. For purposes of this paragraph, "affiliates" has the same meaning as "affiliated companies" in Definition 5 of the Uniform System of Accounts (49 CFR part 1201, subpart A). 25

Competitive & Market Information 26

1180.7 For … significant transactions, applicants shall submit impact analyses (exhibit 12) describing the impacts of the proposed transaction – both adverse and beneficial – on inter- and intramodal competition with respect to freight surface transportation in the regions affected and on the provision of essential services by applicants and other carriers. …..... 26

Operational Information..... 27

1180.8(b) For major and significant transactions: Operating plan (exhibit 13). Submit a summary of the proposed operating plan changes, based on the impact analyses, that will result from the transaction, and their anticipated timing, allowing for any time required to complete rehabilitation, upgrading, yard construction, or other major operational changes following consummation of the proposed transaction. The plan should make clear the gains in service, operating efficiencies, and other benefits anticipated from the merger. 27

CONCLUSION..... 27

EXHIBITS

Exhibit 1: **Maps**

Exhibit 1A: Map of CSXT Proposed Trackage Rights Route from Lurgan, PA to Manville, NJ

Exhibit 1B: Map of Lehigh Valley Rail Management's Phoenix Rail terminal in Bethlehem, PA

Exhibit 1C: Regional Map Showing Existing NS and CSXT Lines in the Eastern U.S.

Exhibit 2: **Proposed Agreements**

Exhibit 2: Trackage Rights Addendum

Exhibit 4: **Environmental Data**

Exhibit 12: **Market Analyses**

Exhibit 12A: Verified Statement of Maryclare Kenney, Senior Vice President and Chief Commercial Officer, CSXT

Exhibit 12B: Verified Statement of Julie M. Carey, Senior Managing Director, NERA

Exhibit 13: **Operating Plan**

Exhibit 14: **Density Charts**

APPENDICES

Appendix A: **Opinion of Counsel**

Appendix B: **Phoenix Rail Letter**

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873 (SUB NO. 52)

CSX TRANSPORTATION, INC.
— TRACKAGE RIGHTS —
NORFOLK SOUTHERN RAILWAY COMPANY BETWEEN LURGAN, PA AND MANVILLE, NJ

RESPONSIVE APPLICATION OF CSX TRANSPORTATION, INC.

Pursuant to 49 U.S.C. § 11324(c) and 49 C.F.R. Part 1180, CSX Transportation, Inc. ("CSXT" or "Applicant") submits this responsive application ("Responsive Application") to provide the Surface Transportation Board ("Board") with the requisite basis to order a merger condition in the unlikely event it finds the proposed merger of Union Pacific Corporation and Union Pacific Railroad Company (collectively, "UP") with Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, "NS") in Finance Docket No. 36873 to be in the public interest. This condition would grant CSXT trackage rights over NS between Lurgan, PA, and Manville, NJ, together with the right to interchange with Lehigh Valley Rail Management's Phoenix Rail terminal in Bethlehem, PA and access its existing terminal.[1]

INTRODUCTION

A combined UP/NS would cover {{ }} of U.S. BEAs by revenue, reaching nearly {{ }} of U.S. Class I railroad shippers, including {{ }} of CSXT's own customers, and

[1] All Exhibits which are attached to this Responsive Application are identified as "Exhibit" and listed in the above Exhibits List at vi. All other exhibits (*e.g.*, to depositions, public documents, and discovery documents) cited herein identified as "Ex." are attached to CSX Transportation, Inc.'s Comments (CSXT-46), filed November 18, 2026, in *Union Pac. Corp.–Control–Norfolk S. Corp.*, Docket No. FD 36873.

capturing {{ }} of total transcontinental traffic worth approximately {{ }} in revenue. *CSXT's Comments* (CSXT-46), *Union Pac. Corp–Control–Norfolk S. Corp* ("*UP/NS*"), FD 36873 (Nov. 18, 2026), V.S. Carey at 41 ("CSXT Comments V.S. Carey"). That scale would give UP/NS substantial leverage over shippers and connecting carriers dependent on its network. The merger would also create an incentive to use anticompetitive foreclosure tactics to divert traffic from interline routes that compete with UP/NS single-line service, allowing the combined carrier to capture a greater share of each movement's revenue. UP/NS could accomplish that diversion through various forms of strategic behavior including raising rate factors, degrading gateway service, anticompetitive bundling across routes, or otherwise making competing interline offerings less attractive, as described more fully in *CSXT's Comments* (CSXT-46)*, UP/NS,* FD 36873 (Nov. 18, 2026).

The Eastern Pennsylvania region presents a particularly acute foreclosure risk. NS {{ }} Eastern Pennsylvania with {{ }} share across all commodities and, because of its physical infrastructure, faces limited competition as reflected by NS's {{ }} share on 17 of the top 25 Eastern Pennsylvania corridors. *See* Exhibit 12B, V.S. (SUB NO. 53) at 5-6, Fig. 1. The merger would combine that {{ }} with UP's western network, giving UP/NS both the means and the incentive to disadvantage BNSF-NS interline service and steer customers toward its own single-line offering. Customers seeking to retain BNSF service would be dependent on BNSF's direct competitor—UP—for the eastern portion of their movements.

CSXT continues to oppose the merger. As explained in *CSXT's Comments* (CSXT-46), *UP/NS*, FD 36873 (Nov. 18, 2026), no condition, including this one, would remedy the merger's network-wide harm. The requested trackage rights would partially mitigate one specific, merger-related harm in Eastern Pennsylvania. CSXT trackage rights over NS, together with access to

Lehigh Valley Rail Management's Phoenix Rail terminal in Bethlehem, PA ("Phoenix Rail"), would provide an independent eastern connection for competing interline service. Eastern Pennsylvania customers could retain BNSF service without relying on UP/NS for the eastern haul. By making that independent connection available, the requested rights could help constrain UP/NS's ability to disadvantage BNSF-NS service and steer traffic to its own network. *See* Exhibit 12B, V.S. Carey at 16-19.

This proposed remedy is targeted and practical. It would use an existing terminal and existing rail infrastructure rather than require divestiture or construction of a new competitive route. CSXT's recent operation over a substantial portion of the proposed route during the Howard Street Tunnel project further supports its practical implementation.

The requested relief also fits the Board's established approach to merger remedies. The Board has recognized that trackage rights can effectively remedy merger-related competitive harm where a carrier is "ready, willing and able" to provide service, while preserving efficiencies that divestiture could sacrifice. *Major Rail Consolid. Procs.* ("*2001 Rules*"), 5 S.T.B. 539, 557-58 & n.17 (2001). It has also identified trackage rights as a means of enhancing rail-to-rail competition. *Id.* at 554. CSXT's requested access would accomplish both objectives: it would address merger-related foreclosure by providing an independent eastern connection for competing interline service, while introducing an additional rail alternative at Bethlehem. The resulting competitive service could benefit both customers that shift to CSXT and customers that continue using NS but gain a competing option. Such rights would achieve those benefits without any adverse impact on competition. *See* Exhibit 12B, V.S. Carey at 19-20.

Because the trackage rights described in this Responsive Application would be a condition to any approval of the proposed UP/NS merger, not a transaction inconsistent with the

primary application, it need not be classified as major, significant, or minor. The Board has explained that neither the statute nor its regulations require it to classify such responsive applications. *Canadian Pac. Ry.—Control—Kan. City S.*, FD 36500 (S.T.B. served July 1, 2022), slip op. at 6. Rather, whether the requested relief should be imposed turns on the Board's conditioning authority under 49 U.S.C. § 11324(c). *Id.* at 6 n.14.

Although no formal classification is required, CSXT's trackage rights would warrant treatment as a minor transaction because the transaction "clearly will not have any anticompetitive effects." *See* 49 C.F.R. 1180.2(b). The Verified Statement of economist Julie M. Carey concludes that the rights would not lessen competition and would have no adverse competitive effects. *See* Exhibit 12B, V.S. Carey at 20. Instead, the rights would introduce an additional competitor at Bethlehem and provide an independent eastern connection for customers seeking competing western interline service. They would thus expand competitive options while addressing the foreclosure risk created by the merger. *Id.* at 19-20. Nevertheless, to ensure a complete record and facilitate the Board's review, CSXT provides the information that would be required for a significant transaction, including a market analysis as Exhibit 12, an operating plan as Exhibit 13, and density charts as Exhibit 14. CSXT does not include the information otherwise required by 49 C.F.R. § 1180.6(b)(3) and (b)(5)-(8), understanding that, pursuant to § 1180.4(f)(4), the waiver granted in Decision No. 46 applies equally to CSXT. *See UP/NS* (Decision No. 46), FD 36873 (S.T.B. served Nov. 4, 2026), slip op. at 4. Should the Board determine that this information is necessary to evaluate CSXT's Responsive Application, CSXT will promptly provide it.

I. Post Merger UP/NS Would Leverage NS's {{ }} in Eastern Pennsylvania to Foreclose Interline Competition.

a. Eastern Pennsylvania is a critical region for intermodal freight and is {{ }} by NS.

NS recognizes {{ }}, a fact which it {{ }}. In a June 2025 presentation entitled "Intermodal Network Discussion," NS proclaimed that {{ }} and expressly identified its {{ }} as an advantage supporting its conclusion that {{ }} which was a key feature of its pitch to UP about its intermodal network as UP valued NS during merger negotiations. *See* Ex. 95, NS_STB_00001343 at -358, -375 ({{ }}) (stating {{ }}). Eastern Pennsylvania is among the most critical freight and intermodal areas in the country. *See* Exhibit 12A, V.S. Kenney at 4. It is located within a day's drive of one-third of the U.S. population, making it a hub for shippers and intermodal companies that have established major distribution and logistics operations throughout the region. Eastern Pennsylvania serves as a gateway between the East Coast metropolitan areas and the rest of the country. *See* Exhibit 12A, V.S. Kenney at 4.

The volume and composition of Eastern Pennsylvania traffic underscore the importance of preserving competitive rail connections to the region. In 2023, {{ }} carloads/intermodal units originated or terminated in Eastern Pennsylvania, generating approximately {{ }} in revenue. More than {{ }} of that traffic, or {{ }} units, was intermodal, accounting for {{ }}, or approximately {{ }}, of total revenue. Transcontinental traffic represented more than {{ }} of total volume, or {{ }} carloads/intermodal units, and {{ }}, or approximately {{ }}, of

total revenue. Within intermodal traffic, {{ }} units, or {{ }}, were transcontinental. *See* Exhibit 12B, V.S. Carey at 5. NS's position extends across the region's principal traffic corridors: in 2023, NS held a {{ }} share on 17 of the top 25 corridors into or out of the Eastern Pennsylvania market area. *Id.*

NS's regional {{ }} is supported by its strategically located network of served terminals. Its Harrisburg and Rutherford terminals, together with its access to the independent Phoenix Rail terminal in Bethlehem, place NS close to the warehouses and distribution facilities in, around, and between Harrisburg and Allentown. For intermodal customers, that proximity matters: the cost and time required to move containers between a terminal and a customer's facility are critical components of the transportation offering. Although CSXT serves some Eastern Pennsylvania customers through its Chambersburg and Philadelphia terminals, the additional drayage costs and transit time associated with those locations limit its ability to provide a competitive alternative for many customers in this area.[2] *See* Exhibit 12A, V.S. Kenney at 4, 5.

Eastern Pennsylvania's importance extends beyond local terminal activity. NS identified Chicago–Harrisburg as its top lane by volume and explained that the line {{

}}. Ex. 2, C. Elkins Dep. Tr. 73:19-73:23. NS's internal network planning

[2] Ex. 20, Yannik Thomas Dep. Tr. 267:24-268:09 ({{

}}; *see also id.* 271:7-14 {{

.)}}.

likewise identifies its {{ }} as a network advantage. Ex. 95, NS_STB_00001343 at -375. Together with the region's substantial intermodal and transcontinental traffic, these assessments demonstrate that competitive rail access in Eastern Pennsylvania affects more than local terminal movements: it connects a substantial regional freight base with major Midwestern, Western, and transcontinental markets. *See* Exhibit 12B, V.S. Carey at 5.

The distribution of intermodal activity reflects the significance of NS's local terminal access. In 2023, NS's Eastern Pennsylvania terminals handled approximately {{ }} units, compared with approximately {{ }} units at CSXT's Chambersburg terminal. Chambersburg handled roughly half the volume of each of NS's Harrisburg and Rutherford terminals. *See* Exhibit 12B, V.S. Carey at 7. Ms. Carey finds that NS's substantially higher volumes are not explained by an evident advantage in systemwide intermodal train speed or line-haul mileage on the routes examined. CSXT's reported systemwide average intermodal train speeds were approximately 13%–25% faster than NS's in the comparison presented, and comparable CSXT routings for high-volume Harrisburg and Rutherford traffic had similar or lower mileage. *Id.* at 8-9. These findings, together with the additional drayage costs associated with CSXT's existing terminals, support the conclusion that localized access is central to the region's competitive dynamics. *Id.*

Phoenix Rail illustrates why independent terminal ownership and nominal access rights do not necessarily ensure effective competitive Class I service. NS is the only Class I currently using Phoenix Rail's Bethlehem terminal. Although CPKC has rights into the terminal, Carey finds that CPKC has moved no traffic from the terminal in recent years and that its rights provide access only to and from the north, toward Montreal. Those rights therefore have not produced an

active competing Class I service option at Phoenix Rail. *See* Exhibit 12B, V.S. Carey at 13. NS itself recognizes the competitive significance of CSXT's infrastructure limitations. In planning for the merger, NS explained that {{

}}. Ex. 93, NS_STB_00001303 at -327 ({{ }}). That assessment reinforces the distinction between the existence of another railroad in the broader region and the availability of an effective competitive alternative for affected customers.

NS's terminal planning reflects its control over regional rail access. In December 2023, NS considered {{

}}. *See* Ex. 77, NS_00134053 at -053 ({{

}}). Related correspondence discussed {{

}}. *See* Ex. 78, NS_00145813 at -813 ({{

}}). The same correspondence described an opportunity to {{

}} and contemplated {{ }} absent a new agreement. Ex. 78, NS_00145813 at -814 ({{

}}).

NS also considered {{

}} Ex. 78, NS_00145813 at -813. Although consolidation could produce operating efficiencies, it would also increase drayage costs and transit time for customers located closer to

existing terminals. These discussions show that NS {{ .}} Independent ownership of Phoenix Rail does not provide customers with an independent rail alternative; without an effective competing connection, they remain dependent on {{ }}. *See* Exhibit 12B, V.S. Carey, at 12-13.

NS's existing access advantage is the starting point, not the full extent of the competitive concern. Carey's geographic-competition analysis finds that combining NS with UP would further weaken competition for intermodal traffic originating or terminating in the Harrisburg BEA, which includes NS's Harrisburg and Rutherford terminals. Applying her corrected analysis and broader 50/5–9 screen, Carey finds that the combined UP/NS fails the screen for both source and destination competition there, affecting approximately {{ }} in traffic revenues. *See* Exhibit 12B, V.S. Carey at 15.

b. The merger would give UP/NS the incentive to exploit NS's {{ }} to foreclose interline competition in Eastern Pennsylvania.

NS's structural {{ }} in Eastern Pennsylvania is particularly consequential because the proposed merger would change its incentives in handling transcontinental intermodal traffic. Today, NS earns eastern-haul revenue on interline movements with either BNSF or UP. That interline business is substantial: in 2023, NS interchanged {{ 6}} transcontinental intermodal units with BNSF, compared with {{ }} units with UP. *See* Exhibit 12B, V.S. Carey at 17 & n.45. Following the merger, the combined carrier could capture revenue from both eastern and western hauls by diverting BNSF–NS traffic to UP/NS service. The opportunity to capture the western haul would give UP/NS an additional incentive to disadvantage competing BNSF–NS service, while NS's {{ }} position would give it the ability to do so. *Id.* at 17-18.

The combined carrier would not need to refuse interchange outright to disadvantage BNSF–NS service. UP/NS could instead raise the cost or degrade the quality of the eastern connection through line-haul pricing, terminal and access-related charges, or service at interchange facilities. Those actions could weaken the competing interline offering even while the route remained formally open. *See* Exhibit 12B, V.S. Carey at 18. Customers seeking to retain BNSF for the western haul would remain dependent on NS for the eastern connection, leaving them vulnerable to changes that make BNSF–NS service less attractive and steer traffic toward UP/NS. *Id.*

BNSF and at least one shipper have raised similar concerns in this proceeding. In its Description of Responsive Application, BNSF identifies its existing West Coast–Eastern Pennsylvania intermodal service with NS and warns that "UP/NS would have the ability and incentive to ensure that BNSF is not a competitive option from a pricing and service perspective." *BNSF R. Co.'s Description of Responsive Application* (BNSF-53), *UP/NS*, FD 36873 (Sept. 9, 2026), at 6. The same incentive concern arises in carload markets. United Sugar Producers and Refiners Cooperative ("USPR"), which uses BNSF and NS to serve The Hershey Company in Eastern Pennsylvania, explains that its principal western competitor uses UP. USPR warns that the merger would reduce the combined carrier's incentive to offer competitive interline rates when it could instead serve the same eastern customers through single-line movements originating with competing suppliers on UP. USPR accordingly anticipates "fewer interline options and less competitive rates" for shippers relying on other railroads. *Letter from United Sugar Producers and Refiners Cooperative*, *UP/NS*, FD 36873 (Aug. 26, 2026), at 1-2.

CSXT's existing terminal locations do not adequately constrain that foreclosure risk. As explained above, the additional drayage time and expense associated with serving the localized

Harrisburg–Allentown demand area from CSXT's Chambersburg and Philadelphia terminals limit CSXT's ability to provide a competitive alternative for many customers. *See* Exhibit 12B, V.S. Carey at 9-10. Access to Phoenix Rail's existing Bethlehem terminal would provide some constraint by enabling CSXT to offer an independent eastern connection closer to the affected customers. Customers could retain BNSF for the western haul without depending on UP/NS for the eastern movement. The requested rights could thus help constrain the combined carrier's ability to disadvantage competing interline service by giving customers an alternative that does not depend on UP/NS's cooperation for the eastern haul. *See* Exhibit 12B, V.S. Carey at 19.

II. Granting CSXT trackage rights would preserve some competition and produce net public benefits.

The Board's conditioning authority expressly encompasses trackage rights and access to other facilities. In exercising that authority, the Board considers whether a proposed condition is operationally feasible and produces net public benefits without creating unreasonable operating, financial, or other problems for the combined carrier. 49 C.F.R. § 1180.1(d). These trackage rights would help address the merger-related foreclosure by providing an independent eastern connection for competing transcontinental service and would produce additional benefits by introducing rail-to-rail competition at Bethlehem. *See* Exhibit 12B, V.S. Carey at 19-20. The Operating Plan in Exhibit 13 separately addresses how the proposed service would use existing rail and terminal infrastructure and be accommodated alongside other operations.

Trackage rights on NS between Lurgan, PA, and Manville, NJ, with the right to interchange with Phoenix Rail at Bethlehem would connect CSXT's existing Hagerstown–Lurgan trackage rights with its yard at Manville, NJ, while enabling CSXT to interchange with Phoenix Rail at Bethlehem and access its existing intermodal terminal.

Access to Phoenix Rail would provide an independent eastern connection for customers seeking to retain BNSF service without relying on UP/NS for the eastern haul. That alternative could limit UP/NS's ability to disadvantage competing interline service and give customers additional leverage in obtaining competitive rates and service. These benefits would extend to customers using Phoenix Rail and to customers now using NS's Eastern Pennsylvania terminals whose facilities and transportation needs could be served competitively through Bethlehem. *See* Exhibit 12B, V.S. Carey at 20 & Fig. 1.

CSXT has identified commercial opportunities for this service. Under the direction of Maryclare Kenney, Senior Vice President and Chief Commercial Officer, CSXT developed a traffic forecast using customer freight files, knowledge of transportation needs, and other commercial opportunity data. That analysis projects approximately 118,000 annual intermodal units by year three, including approximately 9,900 units converted from truck. *See* Exhibit 12A, V.S. Kenney at 7. Capturing that traffic would require CSXT to offer rates and service attractive enough to win customers' business. *See id.* The requested rights would also connect Bethlehem service to CSXT's north–south I-95 corridor via Manville, enabling CSXT to pursue additional service opportunities between Eastern Pennsylvania and southeastern markets that currently lack efficient routing. *See id.* at 7.

CSXT's recent Howard Street Tunnel detour operations provide practical support for implementing the requested rights. To maintain service during the tunnel's double-stack clearance project, CSXT obtained temporary overhead trackage rights over approximately 148 miles of NS lines between Lurgan and Norristown. Approximately 96 miles of that detour route, between CP Ship and Wyomissing Jct., overlap the requested route, or roughly 51% of the total distance of CSXT's requested rights. CSXT began operating over the Hagerstown–Philadelphia

detour route on February 1, 2025, and reported rerouting up to four trains per day (two in each direction) over that route. CSXT's experience operating over lines that overlap the proposed route supports the practical feasibility of the requested service.

The Operating Plan (Exhibit 13) builds on this experience with a detailed assessment of the proposed service, addressing crew requirements, scheduling, running times, interchange operations, equipment, and mechanical support, and drawing on the Applicants' timetables, track charts, and capacity data. The Operating Plan contemplates an average of two intermodal trains per day, operating seven days per week, with routing through Manville or Hagerstown depending on the traffic's western origin or destination. The Manville routing is expected to accommodate most, if not all, projected volume during years one through three. The proposed operation would use scheduled operating windows, comply with NS's train-length and weight requirements, and limit pickups and setoffs to interchange with Phoenix Rail at Bethlehem. The capacity analysis demonstrates that, even under the Applicants' projected post-merger traffic levels, the affected route segments would retain sufficient capacity to accommodate CSXT's proposed service without exceeding the applicable capacity thresholds or materially impairing other operations. *See* Exhibit 13. CSXT has confirmed with Phoenix Rail that its contemplated service would be operationally feasible. *See* Appendix B.

By preserving an independent interline alternative, expanding customer choice, and supporting new rail-service opportunities, these trackage rights would produce substantial public benefits. Those benefits can be achieved using existing infrastructure without creating unreasonable operating, financial, or other problems for UP/NS.

SPECIFIC INFORMATION REQUIRED BY THE REGULATIONS

49 C.F.R. § 1180.6 specifies information that must be included in applications filed under 49 U.S.C. § 11324(c). The requested information is provided below, preceded by the sub-section

of the regulations to which it responds. Each regulatory requirement is set forth verbatim in bold.

General Information Supporting the Transaction

1180.6(a)(1)(i) ***A brief summary of the proposed transaction, the name of the applicants, their business address, telephone number, and the name of the counsel to whom questions regarding the transaction can be addressed.***

The proposed transaction in FD Docket No. 36873 (Sub-No. 52) is the grant of trackage rights on NS between Lurgan, PA, and Manville, NJ, with access to the Phoenix Rail Terminal in Bethlehem, PA, as a condition of UP's acquisition of NS. These trackage rights consist of the following rail lines:

- Lehigh Line, commencing at or near CP-Port Reading Junction (Manville Yard) at or near MP LE 35.8± and Bethlehem at or near MP LE 88.6±, inclusive of the ability to get on and off the Lehigh Line at Bethlehem to connect with Phoenix Rail LVRB at or near MP LE 88.6±;
- Reading Line between Bethlehem at or near MP EN 88.6± and Wyomissing Jct. at or near MP TW 9.4±;
- Harrisburg Line from Wyomissing Jct. MP HP 61.0± to a connection with the Lurgan District at or near CP Capital (Harrisburg) MP HP 111.3±; and
- Lurgan District from CP Capital MP LG 0.0±/HP 111.3 to a connection with CSXT's existing rights at or near CP Ship (Shippensburg) at or near MP LG 40.1±.
- CSXT's existing trackage rights on the Lurgan District from CP Ship at or near MP LG 40.1± to Town (Hagerstown) at or near MP HW 73.7± are not part of this request; CSXT requests the right to connect those existing rights with the requested rights.

The business address and telephone number for CSX Transportation, Inc. is 500 Water Street, Jacksonville, FL 32202; (904) 359-3276.

Questions can be addressed to Applicants' counsel, Kent A. Gardiner, Crowell & Moring LLP, 600 5th St. N.W., Washington, DC 20001, (202) 624-2578.

1180.6(a)(1)(ii) ***The proposed time schedule for consummation of the proposed transaction.***

CSXT expects to consummate the proposed trackage-rights transaction as soon as practicable following the effective date of a Board decision imposing the requested condition and finalization of the agreements governing the rights, subject to consummation of the UP/NS merger.

1180.6(a)(1)(iii) ***The purpose sought to be accomplished by the proposed transaction, e.g., operating economies, eliminating excess facilities, improving service, or improving the financial viability of the applicants.***

The purpose of this trackage-rights transaction is to help protect the Eastern Pennsylvania shippers' and receivers' competitive interline options from the foreclosure risk created by the UP/NS merger and to enhance rail-to-rail competition in the region. As described above and in *CSXT's Comments on Conditions* (CSXT-47), *UP/NS,* FD 36873 (Nov. 18, 2026), granting CSXT trackage rights between Lurgan, PA, and Manville, NJ, together with the right to interchange with Phoenix Rail at Bethlehem and access its existing intermodal terminal, would provide an independent eastern connection for transcontinental intermodal service.

These rights would partially mitigate the effects of the merger-related change in NS's incentives. Today, NS earns eastern-haul revenue on interline movements with either BNSF or UP. Following the merger, UP/NS would have an additional incentive to use NS's {{ }} regional position to disadvantage BNSF–NS interline service and divert traffic to its own single-line offering, capturing the western as well as the eastern haul. CSXT's access to Phoenix Rail would enable customers to retain BNSF service without depending on UP/NS for the eastern movement, which could help constrain the combined carrier's ability to foreclose competing interline service.

The proposed transaction would also improve service options by enabling CSXT to compete for traffic that it cannot effectively serve through its existing terminal locations and to

develop additional service opportunities between Eastern Pennsylvania and southeastern markets. Customers would retain their existing rail options while gaining an additional competitive alternative; no customer would lose an existing rail option as a result of the requested rights. *See* Exhibit 12A, V.S. Kenney at 6. The proposed transaction thus seeks to preserve interline competition, expand customer choice, and improve rail service using existing rail and terminal infrastructure.

1180.6(a)(1)(iv) ***The nature and amount of any new securities or other financial arrangements.***

There will be no new securities or other financial arrangements as a result of the proposed transaction.

1180.6(a)(2) ***A detailed discussion of the public interest justifications in support of the application, indicating how the proposed transaction is consistent with the public interest, with particular regard to the relevant statutory criteria, including:***

1180.6(a)(2)(i) ***The effect of the transaction on inter- and intramodal competition, including a description of the relevant market (see § 1180.7). Include a discussion of whether, as a result of the transaction, there is likely to be any lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States.***

The positive effects of the proposed transaction on inter- and intramodal competition are described in Exhibit 12, which includes the Verified Statements of CSXT's Senior Vice President and Chief Commercial Officer Maryclare Kenney (Exhibit 12A) and economist Julie M. Carey, Senior Managing Director, NERA (Exhibit 12B). Those statements explain how these rights would help preserve some competing interline service, expand rail-to-rail competition in Eastern Pennsylvania, and strengthen rail's ability to compete for traffic currently moving by truck. These trackage rights would add a competitive alternative without eliminating customers' existing transportation options.

As discussed above, the merger would give UP/NS an additional financial incentive to leverage NS's {{ }} regional position to disadvantage BNSF–NS interline service and divert traffic to the combined carrier's single-line offering. The trackage rights would help address that risk by providing an independent eastern connection through Phoenix Rail, enabling customers to retain BNSF service without depending on UP/NS for the eastern haul. That alternative could help constrain UP/NS's ability to foreclose competing interline service and preserve customers' choice of western rail carriers.

The transaction would also enhance rail-to-rail competition by introducing CSXT service at Phoenix Rail's Bethlehem terminal and providing a competitive alternative for certain customers now using NS's Eastern Pennsylvania terminals. Customers would retain their existing rail options while gaining an additional carrier competing for their business. CSXT's ability to attract that business would depend on offering competitive rates, service, and routing.

Such rights would further strengthen competition between rail and truck. CSXT projects approximately 9,900 annual truck-to-rail conversions, reflecting its opportunity to offer an attractive rail alternative for traffic currently moving by highway. Access through Bethlehem and the connection to CSXT's north–south network at Manville would also support additional service opportunities between Eastern Pennsylvania and other eastern markets.

This transaction would therefore not result in any lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States. Rather, it would help protect competing interline service and expand competitive transportation options for shippers. *See* Exhibit 12B, V.S. Carey at 19-20.

1180.6(a)(2)(ii) ***The financial consideration involved in the proposed transaction, and any economies, to be effected in operations, and any increase in traffic, revenues, earnings available for fixed charges, and net***

earnings, expected to result from the consummation of the proposed transaction.

These trackage rights should be subject to CSXT and NS's Master Trackage Rights Agreement, with financial consideration based on the framework established by the parties' Master Simplified Trackage Rights Fee Arrangement. The economies to be effected in operations and the projected increase in traffic expected to result from the proposed condition are described in the verified statements set forth in Exhibit 12 and in the Operating Plan set forth in Exhibit 13.

1180.6(a)(2)(iii) ***The effect of the increase, if any, of total fixed charges resulting from the proposed transaction.***

CSXT does not presently anticipate incurring material increases in total fixed charges as a result of the proposed transaction.

1180.6(a)(2)(iv) ***The effect of the proposed transaction upon the adequacy of transportation service to the public, as measured by the continuation of essential transportation services by applicants and other carriers.***

The trackage rights would maintain the adequacy of existing transportation service while introducing an additional rail-service option for Eastern Pennsylvania customers. The condition would grant CSXT trackage rights and enable access to Phoenix Rail's existing Bethlehem terminal and it would not require the discontinuance or replacement of any existing service. These rights would not eliminate any customer's existing rail option or require NS or another carrier to withdraw service.

As explained in the Verified Statement of Maryclare Kenney in Exhibit 12A, access to Phoenix Rail would enable CSXT to serve customers for whom its existing terminal locations do not provide a commercially competitive alternative. This new service would connect those customers with CSXT's network and western interchange partners. It would also provide an

independent eastern connection that helps preserve customers' access to competing interline service following the merger.

The Operating Plan in Exhibit 13 addresses the crew, scheduling, equipment, interchange, and mechanical-support arrangements for the proposed service. The capacity analysis demonstrates that CSXT's operations with these rights could be accommodated under projected post-merger traffic conditions without materially impairing existing freight or passenger service. *See* Exhibit 13 § Q. The grant of these rights would not adversely affect the adequacy of transportation service to the public.

1180.6(a)(2)(v) ***The effect of the proposed transaction upon applicant carriers' employees (by class or craft), the geographic points where the impact will occur, the time frame of the impact (for at least 3 years after consolidation), and whether any employee protection agreements have been reached.***

The grant of these trackage rights is not anticipated to have any adverse impact on the current employees of CSXT. As described in the Operating Plan (Exhibit 13), during the first three years of proposed operations, CSXT anticipates requiring four engineers and four conductors to support the planned service between Kearny, NJ, and Bethlehem, PA, or, alternatively, Hagerstown, MD, and Bethlehem, PA using existing crew bases and hiring as needed. No additional staffing is anticipated for the underlying lines in the train-and-engine, signals, or maintenance crafts.

1180.6(a)(2)(vi) ***The effect of inclusion (or lack of inclusion) in the proposed transaction of other railroads in the territory, under 49 U.S.C. 11324.***

Not applicable.

1180.6(a)(3) ***Any other supporting or descriptive statements applicants deem material.***

CSXT has had preliminary conversations with Lehigh Valley Rail Management regarding the ability of its Phoenix Rail terminal in Bethlehem, PA, to support CSXT's proposed operations. A letter from Alex Yeros, Chief Executive Officer of Phoenix Rail, provided as Appendix B, confirms the terminal's available capacity and LVRM's willingness and operational ability to support CSXT's proposed service, including interchanging with CSXT at River Yard, accommodating trains exceeding 12,000 feet, and handling intermodal and carload traffic.

1180.6(a)(4) ***An opinion of applicants' counsel that the transaction meets the requirements of the law and will be legally authorized and valid, if approved by the Board. This should include specific references to any pertinent provisions of applicants' bylaws or charter or articles of incorporation.***

The opinion of counsel is set forth in Appendix A.

1180.6(a)(5) ***A list of the State(s) in which any part of the property of each applicant carrier is situated.***

CSXT owns and operates about 20,000 route miles of railroad in the States of Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Massachusetts, Maryland, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Vermont, Virginia, and West Virginia, the District of Columbia, and the Canadian Provinces of Ontario and Québec.

1180.6(a)(6) ***Map (exhibit 1). Submit a general or key map indicating clearly, in separate colors or otherwise, the line(s) of applicant carriers in their true relations to each other, short line connections, other rail lines in the territory, and the principal geographic points in the region traversed. If a geographically limited transaction is proposed, a map detailing the transaction should also be included. In addition to the map accompanying each application, 20 unbound copies of the map shall be filed with the Board.***

Exhibit 1 contains a series of maps depicting the proposed CSXT trackage rights route, CSXT's existing network, NS's lines in Eastern Pennsylvania and New Jersey, and connections with third-party railroads and terminals.

1180.6(a)(7)(i) ***Describe the nature of the transaction (e.g., merger, control, purchase, trackage rights), the significant terms and conditions, and the consideration to be paid (monetary or otherwise).***

The transaction proposed in FD Docket No. 36873 (Sub-No. 52) involves the grant of trackage rights to CSXT over NS's Lehigh, Reading, and Harrisburg lines and Lurgan district with the right to interchange with Lehigh Valley Railway to access the Phoenix Rail terminal in Bethlehem, PA. These rights would connect CSXT's existing trackage rights over NS between Hagerstown, MD, and Lurgan, PA with its yard in Manville, NJ. The terms of the proposed transaction are detailed in Exhibit 2.

1180.6(a)(7)(ii) ***Agreement (exhibit 2). Submit a copy of any contract or other written instrument entered into, or proposed to be entered into, pertaining to the proposed transaction. In addition, parties to exempt trackage rights agreements and renewal of agreements described at § 1180.2(d)(7) must submit one copy of the executed agreement or renewal agreement with the notice of exemption, or within 10 days of the date that the agreement is executed, whichever is later.***

Exhibit 2 contains a copy of CSXT's proposed Trackage Rights Addendum.

1180.6(a)(7)(iii) ***If a consolidation or merger is proposed indicate: (A) The name of the company resulting from the consolidation or merger; (B) the State or territory under the laws of which the consolidated company is to be formed or the merged company is to file its certificate of amendment; (C) the capitalization proposed for the resulting company; and (D) the amount and character of the capital stock and other securities to be issued.***

Not applicable.

1180.6(a)(7)(iv) ***Court Order (exhibit 3). If a trustee, receiver, assignee, or personal representative of the real party in interest is an applicant, submit a certified copy of the order, if any, of the court having jurisdiction, authorizing the contemplated action.***

Not applicable.

1180.6(a)(7)(v) ***State whether the property involved in the proposed transaction includes all the property of the applicant carriers and, if not, describe what property is included in the proposed transaction.***

The proposed transaction does not include all of the property of CSXT or NS.

The proposed transaction consists of trackage rights on the following property:

- Lehigh Line, commencing at or near CP-Port Reading Junction (Manville Yard) at or near MP LE 35.8± and Bethlehem at or near MP LE 88.6±, inclusive of the ability to get on and off the Lehigh Line at Bethlehem to connect with Phoenix Rail LVRB at or near MP LE 88.6±;
- Reading Line between Bethlehem at or near MP EN 88.6± and Wyomissing Jct. at or near MP TW 9.4±;
- Harrisburg Line from Wyomissing Jct. MP HP 61.0± to a connection with the Lurgan District at or near CP Capital (Harrisburg) MP HP 111.3±; and
- Lurgan District from CP Capital MP LG 0.0±/HP 111.3 to a connection with CSXT's existing rights at or near CP Ship (Shippensburg) at or near MP LG 40.1±.

1180.6(a)(7)(vi) ***Briefly describe the principal routes and termini of the lines involved, the principal points of interchange on the routes, and the amount of main-line mileage and branch line mileage involved.***

As described in greater detail in the Operating Plan (Exhibit 13), the principal routes involved would be trackage rights over NS's Lehigh, Reading, and Harrisburg lines and Lurgan District between Lurgan, PA, and Manville, NJ, a total distance of approximately 187± route miles, with the right to interchange all traffic types, i.e., intermodal (containers) and non-intermodal (carloads), with Lehigh Valley Rail Management's Phoenix Rail Terminal via Lehigh Valley Railway. These rights would connect with CSXT's existing trackage rights over NS between Hagerstown, MD, and Lurgan, PA, and CSXT's Manville, NJ, yard. The specific rights sought include:

- Lehigh Line, commencing at or near CP-Port Reading Junction (Manville Yard) at or near MP LE 35.8± and Bethlehem at or near MP LE 88.6±, inclusive of the

ability to get on and off the Lehigh Line at Bethlehem to connect with Phoenix Rail LVRB at or near MP LE 88.6±;

- Reading Line between Bethlehem at or near MP EN 88.6± and Wyomissing Jct. at or near MP TW 9.4±;
- Harrisburg Line from Wyomissing Jct. MP HP 61.0± to a connection with the Lurgan District at or near CP Capital (Harrisburg) MP HP 111.3±; and
- Lurgan District from CP Capital MP LG 0.0±/HP 111.3 to a connection with CSXT's existing rights at or near CP Ship (Shippensburg) at or near MP LG 40.1±.

1180.6(a)(7)(vii) ***State whether any governmental financial assistance is involved in the proposed transaction and, if so, the form, amount, source, and application of such financial assistance.***

There is no government financial assistance involved in the proposed transaction.

1180.6(a)(8) ***Environmental data (exhibit 4). Submit information and data with respect to environmental matters prepared in accordance with 49 CFR part 1105. In major and significant transactions, applicants shall, as soon as possible, and no later than the filing of a notice of intent, consult with the Board's Office of Environmental Analysis for the proper format of the environmental report.***

CSXT consulted with the Board's Office of Environmental Analysis ("OEA") on October 7, 2026, and November 9, 2026, and confirmed that OEA does not require additional information relating to this trackage rights request. Attached as Exhibit 4 is a letter dated November 13, 2026, from CSXT to OEA regarding CSXT's responsive applications in this proceeding.

1180.6(b)(3) ***Change in control (exhibit 8). If an applicant carrier submits an annual report Form R-1, indicate any change in ownership or control of that applicant carrier not indicated in its most recent Form R-1, and provide a list of the principal six officers of that applicant carrier and of any related applicant, and also of their majority-owned rail carrier subsidiaries. If any applicant carrier does not submit an annual report Form R-1, list all officers of that applicant carrier, and identify the person(s) or entity/entities in control of that applicant carrier and all owners of 10% or more of the equity of that applicant carrier.***

In Decision No. 46, the Board granted CPKC's request to waive certain requirements of 49 C.F.R. § 1180.6(b), made applicable to "significant" transactions by § 1180.6(c), including §

1180.6(b)(3) (change in control), (b)(5) (issues), (b)(6) (corporate chart), (b)(7) (noncarrier information), and (b)(8) (intercorporate relationships). *UP/NS* (Decision No. 46), FD 36873 (S.T.B. served Nov. 4, 2026), slip op. at 4. In doing so, the Board agreed that "this information is not necessary for the Board to evaluate the proposed responsive applications and will therefore grant CPKC's waiver request as to these provisions." *Id.* Under 49 C.F.R. § 1180.4(f)(4), "[a] waiver or clarification granted to any applicant in a proceeding shall apply to any other party to the proceeding unless otherwise indicated." For the reasons explained *supra* in this Responsive Application, while CSXT believes the proposed transaction should be classified as "minor," in the event the Board decides to classify the proposed transaction as a "significant" transaction, CSXT understands that the waiver granted to CPKC applies equally to other parties in the proceeding. Should the Board determine that this information is necessary to evaluate this Responsive Application, CSXT will promptly provide this information.

1180.6(b)(5) ***Issues (exhibit 10). Submit a discussion of any other issues relevant to the transaction.***

Not applicable.

1180.6(b)(6) ***Corporate chart (exhibit 11). Submit a corporate chart indicating all relationships between applicant carriers and all affiliates and subsidiaries and also companies controlling applicant carriers directly, indirectly or through another entity (with each chart indicating the percentage ownership of every company on the chart by any other company on the chart). For each company: include a statement indicating whether that company is a noncarrier or a carrier; and identify every officer and/or director of that company who is also an officer and/or director of any other company that is part of a different corporate family that includes a rail carrier. Such information may be referenced through notes to the chart.***

In Decision No. 46, the Board granted CPKC's request to waive certain requirements of 49 C.F.R. § 1180.6(b), made applicable to "significant" transactions by § 1180.6(c), including § 1180.6(b)(3) (change in control), (b)(5) (issues), (b)(6) (corporate chart), (b)(7) (noncarrier

information), and (b)(8) (intercorporate relationships). Decision No. 46, slip op. at 4. In doing so, the Board agreed that "this information is not necessary for the Board to evaluate the proposed responsive applications and will therefore grant CPKC's waiver request as to these provisions." *Id*. Under 49 C.F.R. § 1180.4(f)(4), "[a] waiver or clarification granted to any applicant in a proceeding shall apply to any other party to the proceeding unless otherwise indicated." For the reasons explained *supra* in this Responsive Application, while CSXT believes the proposed transaction should be classified as "minor," in the event the Board decides to classify the proposed transaction as a "significant" transaction, CSXT understands that the waiver granted to CPKC applies equally to other parties in the proceeding. Should the Board determine that this information is necessary to evaluate this Responsive Application, CSXT will promptly provide this information.

1180.6(b)(7) ***If applicant is not a carrier, indicate (i) the type of business in which it is engaged, (ii) the length of time so engaged, and (iii) its present and prospective activities which have or may have a relation to transportation subject to 49 U.S.C. Subtitle IV.***

Not applicable.

1180.6(b)(8) ***Intercorporate or financial relationships. Indicate whether there are any direct or indirect intercorporate or financial relationships at the time the application is filed, not disclosed elsewhere in the application, through holding companies, ownership of securities, or otherwise, in which applicants or their affiliates own or control more than 5% of the stock of a non-affiliated carrier, including those relationships in which a group affiliated with applicants owns more than 5% of the stock of such a carrier. Indicate the nature and extent of any such relationships, and, if an applicant owns securities of a carrier subject to 49 U.S.C. Subtitle IV, provide the carrier's name, a description of securities, the par value of each class of securities held, and the applicant's percentage of total ownership. For purposes of this paragraph, "affiliates" has the same meaning as "affiliated companies" in Definition 5 of the Uniform System of Accounts (49 CFR part 1201, subpart A).***

In Decision No. 46, the Board granted CPKC's request to waive certain requirements of 49 C.F.R. § 1180.6(b), made applicable to "significant" transactions by § 1180.6(c), including § 1180.6(b)(3) (change in control), (b)(5) (issues), (b)(6) (corporate chart), (b)(7) (noncarrier information), and (b)(8) (intercorporate relationships). Decision No. 46, slip op. at 4. In doing so, the Board agreed that "this information is not necessary for the Board to evaluate the proposed responsive applications and will therefore grant CPKC's waiver request as to these provisions." *Id*. Under 49 C.F.R. § 1180.4(f)(4), "[a] waiver or clarification granted to any applicant in a proceeding shall apply to any other party to the proceeding unless otherwise indicated." For the reasons explained *supra* in this Responsive Application, while CSXT believes the proposed transaction should be classified as "minor," in the event the Board decides to classify the proposed transaction as a "significant" transaction, CSXT understands that the waiver granted to CPKC applies equally to other parties in the proceeding. Should the Board determine that this information is necessary to evaluate this Responsive Application, CSXT will promptly provide this information.

Competitive & Market Information

1180.7 ***For … significant transactions, applicants shall submit impact analyses (exhibit 12) describing the impacts of the proposed transaction – both adverse and beneficial – on inter- and intramodal competition with respect to freight surface transportation in the regions affected and on the provision of essential services by applicants and other carriers. …***

For the reasons explained *supra* in this Responsive Application, while CSXT believes the proposed transaction should be classified as "minor," in the event the Board decides to classify the proposed transaction as a "significant" transaction, Exhibit 12 is provided. Exhibit 12 contains verified statements from Maryclare Kenney, Senior Vice President and Chief Commercial Officer, CSXT (Exhibit 12A) and Ms. Julie M. Carey, Senior Managing Director,

NERA (Exhibit 12B). Ms. Kenney describes the commercial opportunity anticipated by CSXT should it be granted the requested trackage rights. Ms. Carey analyses the impact of the trackage rights on competition and concludes "granting CSXT trackage rights will not have any adverse competitive effects." *See* Exhibit 12B, V.S. Carey at 20.

Operational Information

1180.8(b) ***For major and significant transactions: Operating plan (exhibit 13). Submit a summary of the proposed operating plan changes, based on the impact analyses, that will result from the transaction, and their anticipated timing, allowing for any time required to complete rehabilitation, upgrading, yard construction, or other major operational changes following consummation of the proposed transaction. The plan should make clear the gains in service, operating efficiencies, and other benefits anticipated from the merger. ...***

For the reasons explained *supra* in this Responsive Application, while CSXT believes the proposed transaction should be classified as "minor," in the event the Board decides to classify the proposed transaction as a "significant" transaction, Exhibit 13 is provided demonstrating that the proposed operation would not have a negative impact on UP/NS service.

CONCLUSION

For the reasons set forth above, if the Board approves the proposed UP/NS merger, it should grant this Responsive Application in its entirety and impose the transaction contemplated herein as a condition of any approval of the proposed UP-NS merger in FD Docket No. 36873.

[Signature page follows.]

Respectfully submitted,



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VERIFICATION
(Section 1180.4(c)(2)(i))

I, Maryclare Kenney, declare under penalty of perjury that the foregoing is true and correct, with respect to CSX Transportation, Inc. Further, I certify that I am qualified and authorized to make this verification and to file this Responsive Application.

/s/ Maryclare Kenney
Maryclare Kenney
Senior Vice President and Chief Commercial Officer
CSX Transportation, Inc.

Dated: November 18, 2026

CERTIFICATE OF SERVICE

I hereby certify that on this 18th day of November 2026, I have caused the foregoing document to be served electronically or by first-class mail, postage pre-paid, on the Secretary of Transportation, the Attorney General of the United States, Applicants' representatives, Administrative Law Judge Jenifer Soulikias, and all parties of record in this proceeding.



Kent A. Gardiner
CROWELL & MORING LLP

EXHIBIT 1

Exhibit 1A

Map of CSXT Proposed Trackage Rights Route from Lurgan, PA to Manville, NJ

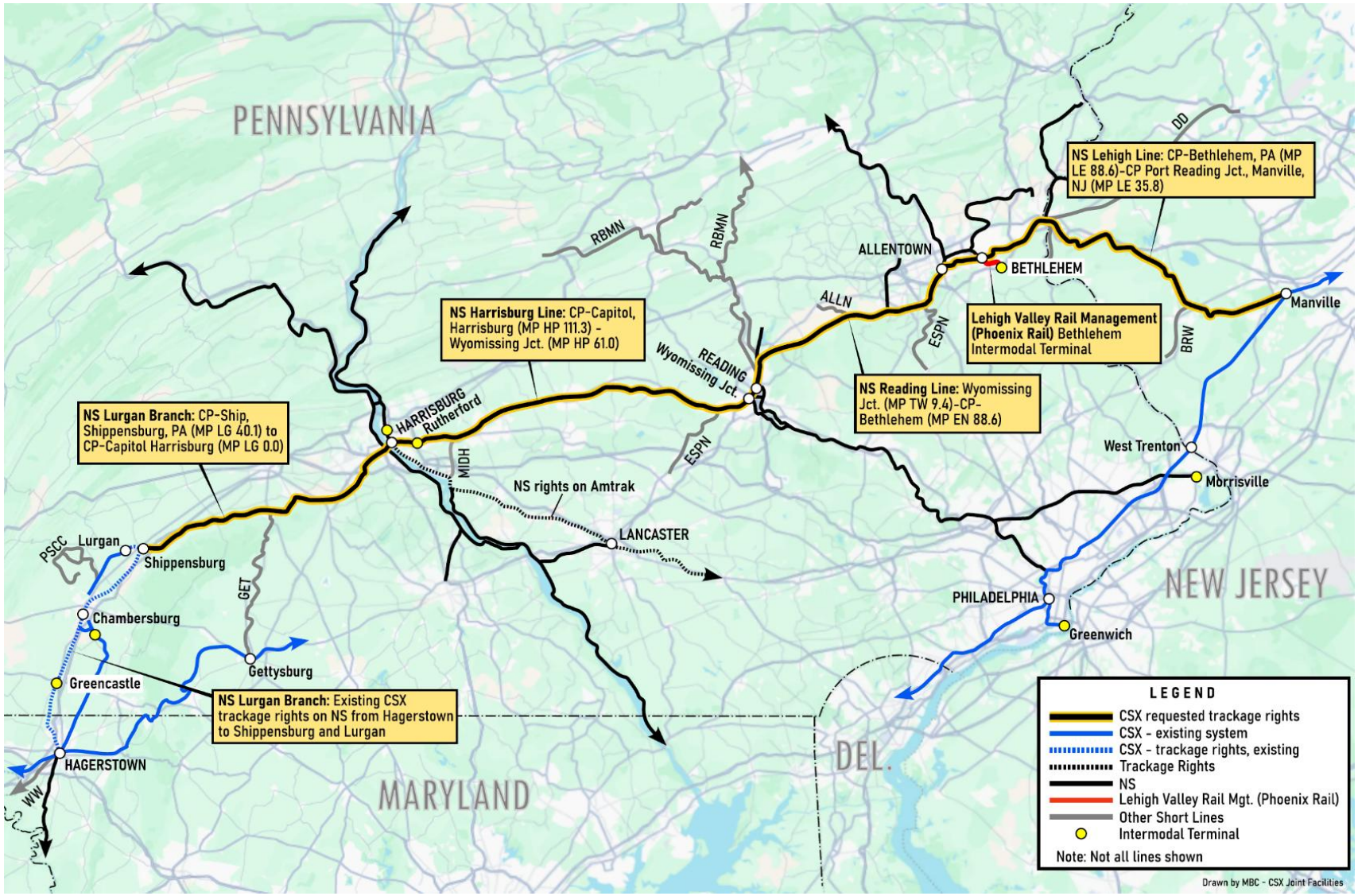

Exhibit 1B

Map of Lehigh Valley Rail Management's Phoenix Rail terminal in Bethlehem, PA

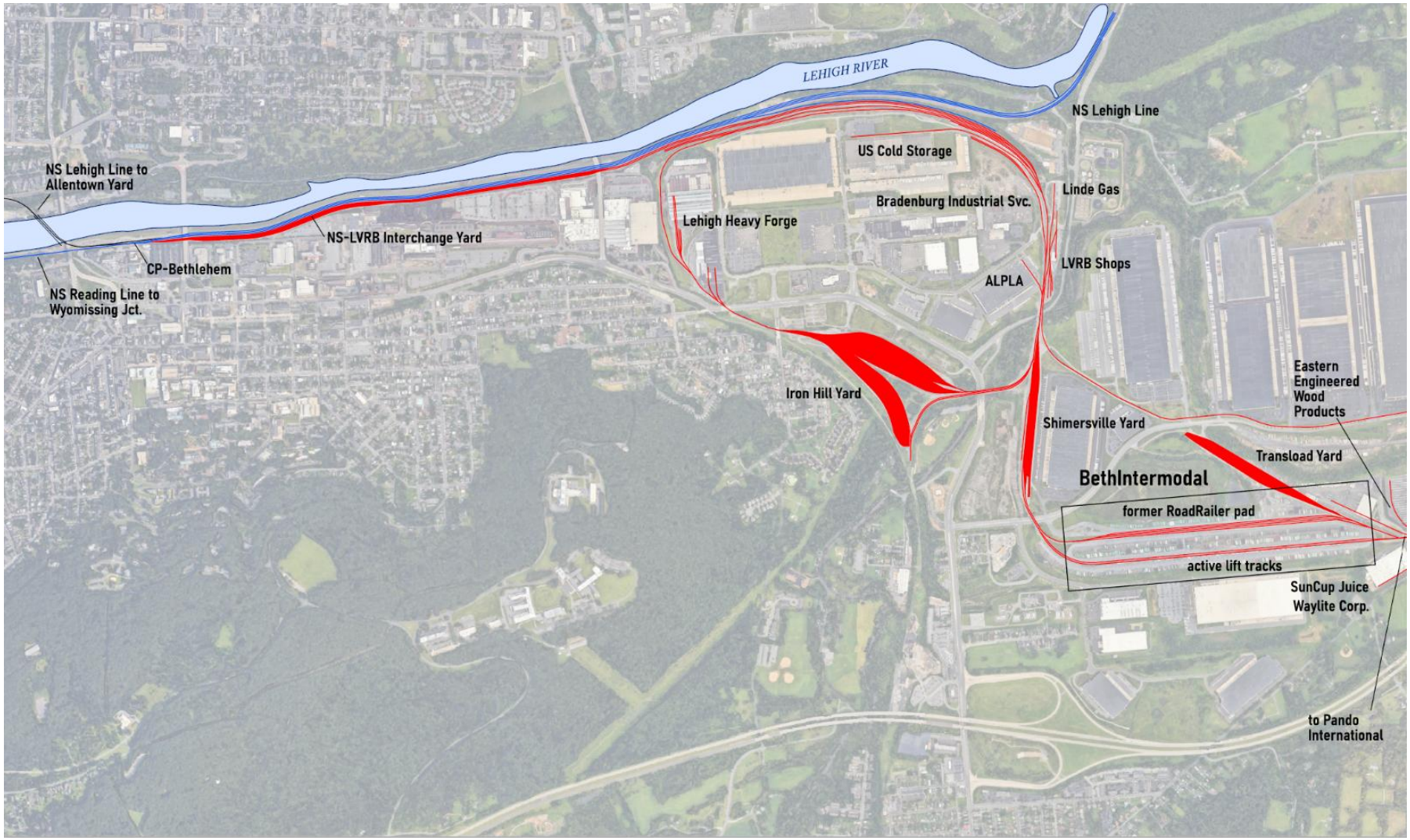

Exhibit 1C

Regional Map Showing Existing NS and CSXT Lines in the Eastern U.S.

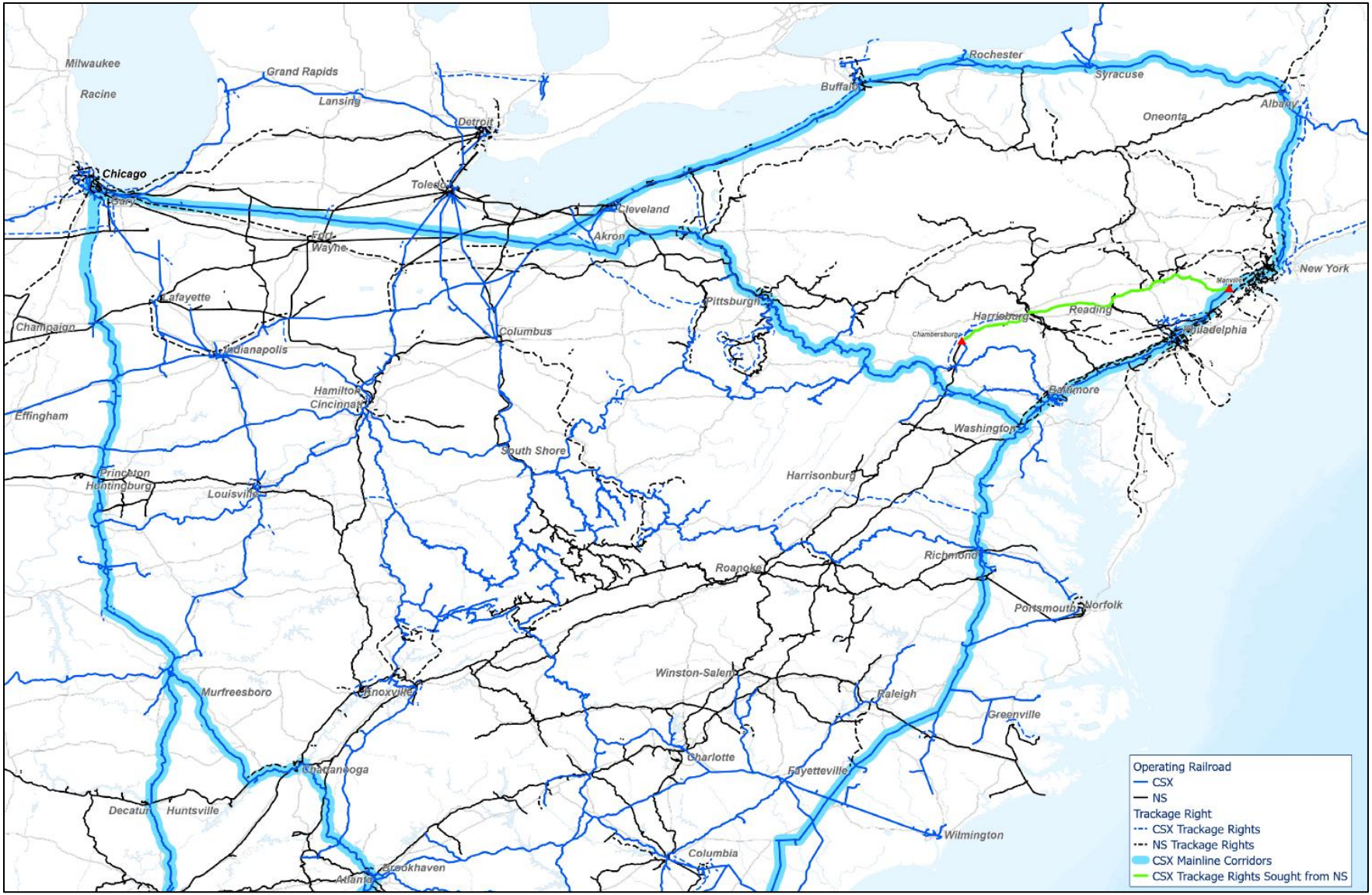

EXHIBIT 2

TRACKAGE RIGHTS ADDENDUM

To Master Trackage Rights Agreement Dated June 1, 2002

By and Between

Norfolk Southern Railway Company

And

CSX Transportation, Inc.

Covering

Eastern Pennsylvania

This Form A Trackage Rights Addendum dated [insert], 2026, by and between **CSX TRANSPORTATION, INC.**, a Virginia corporation, hereinafter referred to as "**User**", and **NORFOLK SOUTHERN RAILWAY COMPANY**, a Virginia corporation, hereinafter referred to as "**Owner**", constitutes a Form A Trackage Rights Addendum as referenced in Article 1 of the Master Trackage Rights Agreement among the Parties dated June 1, 2002 (the "**Master**").

SECTION 1: DESCRIPTION

Owner hereby grants to User, subject to the terms of the Master, and as further governed herein below, the right to operate its trains, locomotives, cars and equipment with its own crews (hereinafter referred to as "**Trackage Rights**") over the following segments of railroad owned or operated by Owner (hereinafter referred to as "**Subject Trackage**"):

- Lehigh Line, commencing at or near CP-Port Reading Junction (Manville Yard) at or near MP LE 35.8± and Bethlehem at or near MP LE 88.6±, inclusive of the ability to get on and off the Lehigh Line at Bethlehem to connect with Lehigh Valley Rail Management's Phoenix Rail Terminal via Lehigh Valley Railway ("**LVRB**") at or near MP LE 88.6±;

- Reading Line between Bethlehem at or near MP EN 88.6± and Wyomissing Jct. at or near MP TW 9.4±;

- Harrisburg Line from Wyomissing Jct. MP HP 61.0± to a connection with the Lurgan District at or near CP Capital (Harrisburg) MP HP 111.3±;

- Lurgan District from CP Capital (Harrisburg) MP LG 0.0±/HP 111.3± to a connection with CSXT's existing rights at or near CP Ship (Shippensburg) at or near MP LG 40.1±; and

- The right to connect the Subject Trackage with User's existing trackage rights on the Lurgan District from CP Ship (Shippensburg) at or near MP LG 40.1± to Town (Hagerstown) at or near MP HW 73.7±, which existing rights shall continue in effect and are not part of the Subject Trackage.

User shall have the right to get on and off Owner's Subject Trackage at (i) CP-Port Reading Junction (Manville Yard) at or near MP LE 35.8±; (ii) Bethlehem at or near MP LE 88.6±, to interchange with LVRB; and (iii) CP Ship (Shippensburg) at or near MP LG 40.1±, to connect with User's existing trackage rights (as shown on Attachment A), attached hereto and incorporated herein by reference.

SECTION 2: RESTRICTIONS ON USE

A. Use. User's use of the Subject Trackage shall be limited to the overhead movement of User's trains between CP-Port Reading Junction (Manville Yard), Bethlehem, and CP Ship (Shippensburg), and to the interchange of all traffic types, including intermodal (container) and non-intermodal (carload) traffic, with LVRB at Bethlehem. User shall not perform local freight service at any intermediate point on the Subject Trackage and shall set off and pick up cars only at Bethlehem with LVRB.

B. Operating Requirements. User's trains shall conform to Owner's maximum train length and weight requirements, Owner's bi-directional running operations on the Subject Trackage, and Owner's equipment and operating requirements, provided that those requirements are identical to the standards and requirements Owner imposes on its own trains of comparable size and operating characteristics.

C. Dispatching and Scheduling. Owner shall dispatch User's trains on the Subject Trackage on a fair and impartial basis. The parties shall establish operating windows for User's trains on a fair and impartial basis that take into account User's need to meet availability and cutoff requirements at the Phoenix Rail Terminal. User initially anticipates operating an average of two (2) trains per day, one (1) in each direction, seven (7) days per week.

SECTION 3: COMPENSATION

A. The factor to be used in calculating payments to be made by User for the Trackage Rights governed by this Form A Trackage Rights Addendum shall be the "Reciprocal Base Charge" as defined in the July 4, 2002 Reciprocal Trackage Rights Rate Agreement, as supplemented.

B. According to Article 3 to the Reciprocal Trackage Rights Rate Agreement, the Reciprocal Base Charge shall be revised, upward or downward, effective July 1 of each year beginning July 1, 2003, to compensate for 75% of the increase or decrease in the cost of labor and material, excluding fuel, as reflected in the annual Indexes for Charge-Out Prices and Wage Rates (1977=100), included in the AAR Railroad Cost Indexes, and supplements thereto, issued by the Association of American Railroads.

C. User will pay Owner a sum computed by multiplying (i) the Current Charge, as may be revised in Article 3 of the Reciprocal Trackage Rights Rate Agreement, by (ii) the number of cars (loaded and empty), locomotive and caboose units moved by User with its own crews and power over the Subject Trackage by (iii) the miles of Subject Trackage used. Each locomotive unit and caboose, for the purpose of this Addendum, shall be counted as one (1) car. With respect to articulated units, the number of cars shall be determined by the AAR Car Type code as defined

in the UMLER Specification Manual. The second numeric in the Car Type Code field covering codes "Q" and "S" will be the factor in determining the car count for an articulated unit. For example, AAR Car Type code "S566" would equate to a five (5)-car count as these type cars have five (5) wells capable of handling forty-foot (40') to fifty-foot (50') containers in each well. A single unit of RoadRailer® equipment (or comparable bimodal freight hauling equipment in either Owner or User's account) shall count as one-half (1/2) of a car.

D. Owner shall on or about the fifteenth (15th) day of each month render billing to User for User's previous month's use of the Subject Trackage computed in accordance with the terms and conditions of this Addendum.

SECTION 4: TERM AND TERMINATION

A. This Form A Trackage Rights Addendum shall become effective on the later of the occurrence of (i) when regulatory approval is received, the date of such approval following the expiration of any time periods required by the issuance of labor notices by Owner, and (ii) the day and year first written above ("**Effective Date**"), and shall remain in effect until termination of the Master.

B. Termination of this Form A Trackage Rights Addendum shall not relieve or release any party hereto from any obligations assumed or any liability which may have arisen or been incurred by such party under the terms of this Form A Trackage Rights Addendum prior to termination hereof.

C. Upon termination of this Form A Trackage Rights Addendum for any reason, User shall exercise the revocation of these trackage rights as granted by the Surface Transportation Board.

SECTION 5. SIGNATURES

The signatures below confirm the mutual agreement of Owner and User representatives to the provisions of this Form A Trackage Rights Addendum.

CSX TRANSPORTATION, INC.

By:_____

Name: _____

Title:_____

NORFOLK SOUTHERN RAILWAY COMPANY

By:_____

Name: _____

Title:_____

Attachment A (Map)

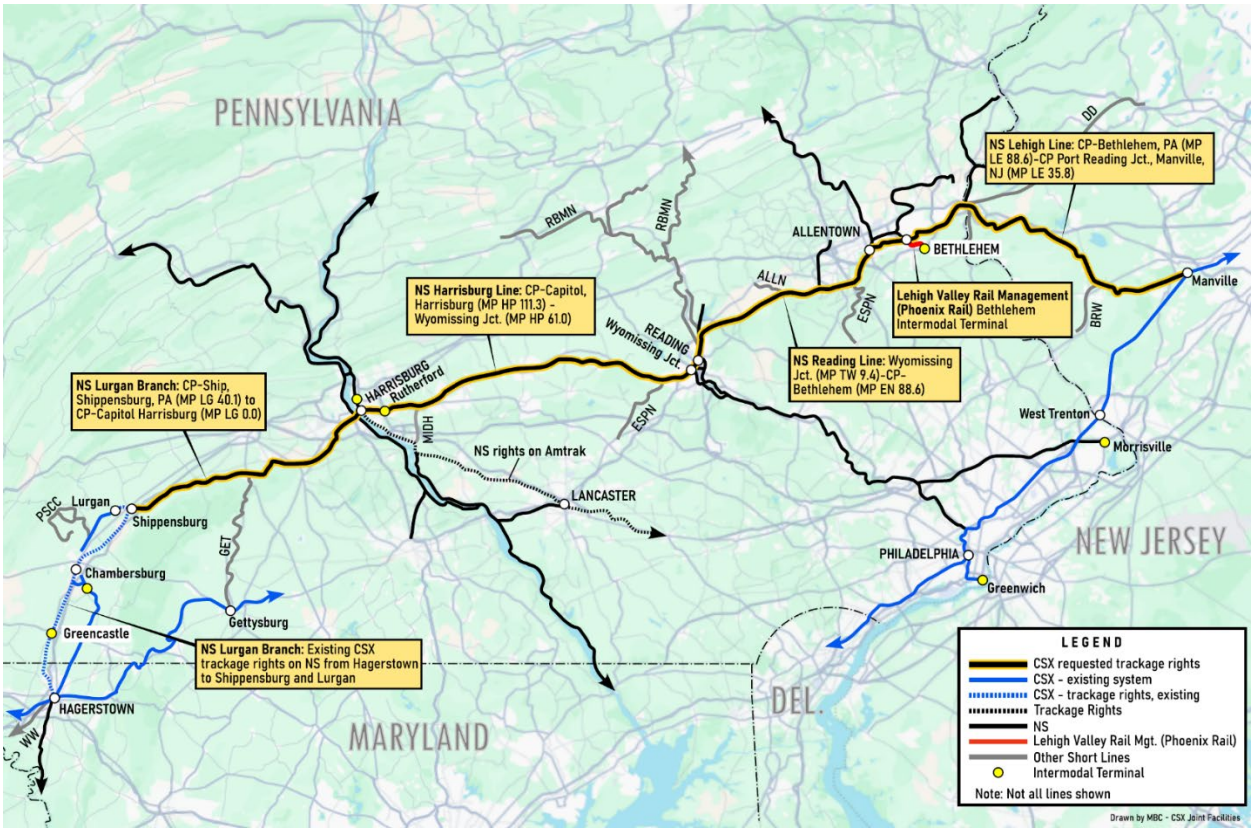

EXHIBIT 4

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REDACTED VERSION – TO BE PLACED ON PUBLIC RECORD

CSXT-44

November 13, 2026

By E-Filing

Danielle Gosselin
Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: Docket No. FD 36873, *Union Pacific Corp., et al. – Control – Norfolk Southern Corp., et al.* (Sub-Nos. 51, 52, & 53)

Dear Ms. Gosselin:

On behalf of CSX Transportation, Inc. ("CSXT") we submit the following materials to the Office of Environmental Analysis ("OEA") in support of CSXT's forthcoming responsive application in Sub-No. 51 - CSX Transportation, Inc. - Partial Acquisition, Lease and Operation-Union Pacific Railroad Company between East St. Louis, IL and Kansas City, MO.

OEA has requested five-year projections for anticipated transaction-related traffic that would exceed the Board's thresholds at 49 C.F.R.§ 1105.7(e)(5). Based on CSXT's conversations with OEA staff, CSXT understands that, for purposes of the November 13, 2026 deadline, OEA does not require additional information beyond the identification of where transaction-related traffic would exceed the Board's thresholds. CSXT further understands that OEA does not require information concerning the trackage rights aspects of CSXT's forthcoming responsive applications or other parts of CSXT's network. Should OEA identify any additional information needs, CSXT welcomes further guidance and is committed to promptly responding to any supplemental requests.

1. **Rail line segments where CSXT's transaction-related traffic would exceed the Board's thresholds at 49 C.F.R. § 1105.7(e)(5)[1]**

Line of Road – Trains Per Day ("TPD") [2]							
Segment Key	**Segment Name**	**Baseline TPD**	**5 Year UP/NS Growth TPD**	**CSXT Transaction Growth TPD**	**Year 5 TPD with Transaction**	**Non-attainment Zone**	**Exceeds Board Threshold for 49 CFR 1105.7(e)(5)**
10283	10283-JEFFERSON CITY SUB	17.98	20.69	3.42	24.11	Yes	Yes
113601	113601-OTHER SARPYAVE MO_UP-ST LOUIS MO_UP	32.87	36.24	3.42	39.66	Yes	Yes

Rail Segment Details										
Segment Key	**Segment Name**	**Segment Distance**	**Start MP**	**Start Station**	**Start City / Station**	**Start State**	**End MP**	**End Station**	**End City / Station**	**End State**
10283	10283-JEFFERSON CITY SUB	41.2	MP 2.5	MX002	SARPYAVE	MO	MP 43.8	MX044	WEST LABADIE	MO
113601	113601-OTHER SARPYAVE MO_UP-ST LOUIS MO_UP	2.29	MP 2.5	MX002	SARPYAVE	MO	MP 0.0	MX001	ST LOUIS	MO

[1] Transaction-related traffic would not exceed the Board's thresholds at 49 C.F.R. § 1105.7(e)(5) on any other rail line segment affected by CSXT's forthcoming responsive application for Sub-No. 51.

[2] UP/NS baseline and growth information is derived from UP-NS Response to OEA Request #3, Master Data Table – Rail Line Segments (EI-34244), *Union Pac. Corp.–Control–Norfolk S. Corp.*, FD 36873 (Apr. 30, 2026).

2. Intermodal facilities where CSXT's transaction-related traffic would exceed the Board's thresholds at 49 C.F.R.§ 1105.7(e)(5)[3]

Intermodal Facility – Truck Traffic							
Yard Name	**Type**	**Baseline Trucks Per Day[4]**	**Baseline Organic Growth (5 Years) Trucks Per Day**	**Year 5 Trucks Per Day No CSXT Transaction**	**Transaction Growth Trucks Per Day**	**Year 5 Trucks Per Day with Transaction**	**% Transaction Truck Per Day Change**
Neff Intermodal Terminal	Intermodal	{{ }}	N/A	0	362	362	{{ }}

* * *

Thank you for your attention to this matter, and please do not hesitate to contact me directly if you have any questions.

[Signature page follows.]

[3] Transaction-related traffic would not exceed the Board's thresholds at 49 C.F.R. § 1105.7(e)(5) on any rail yard affected by CSXT's responsive application.

[4] *See* Am. App. Vol. 2, V.S. Gehringer-John Orr, Workpaper: Consolidated Terminal Data.xlsx.

Respectfully submitted,

/s/ Connor J. Ahearn

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EXHIBIT 12

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873 (SUB-No. 52)

CSX TRANSPORTATION, INC.
— TRACKAGE RIGHTS —
NORFOLK SOUTHERN RAILWAY COMPANY BETWEEN LURGAN, PA AND MANVILLE, NJ

EXHIBIT 12(A)

VERIFIED STATEMENT OF MARYCLARE KENNEY

VERIFIED STATEMENT OF MARYCLARE KENNEY

My name is Maryclare Kenney. I am Senior Vice President and Chief Commercial Officer for CSX Transportation, Inc. ("CSXT"), a position I have held since October 2025. In this role, I lead CSXT's commercial organization and oversee its sales and marketing functions, including merchandise, intermodal, and coal business lines, as well as customer service, customer engagement, and business development. My responsibilities also include the commercial relationships and service arrangements CSXT maintains with connecting and interline railroads. I work closely with CSXT's network planning, operations, and finance teams to evaluate commercial opportunities and interline relationships.

I joined CSXT in 2011 as Director of Domestic Sales and have held positions of increasing responsibility since that time. My roles have included Assistant Vice President of Intermodal Sales and Head of Automotive, followed by Vice President of Intermodal and Automotive. In that position, I led CSXT's sales and marketing functions for intermodal customers and for customers producing and transporting automobiles and auto parts domestically and internationally. I subsequently served as Vice President of Sales and Marketing, with responsibility for Merchandise Sales and Marketing, Total Distribution Services, Inc. ("TDSI"), Automotive Sales and Marketing, and TRANSFLO. Before joining CSXT, I spent four years at PepsiCo in sales leadership and strategy roles and served seven years in the U.S. Army, achieving the rank of Captain.

Through these roles, including my responsibility for CSXT's intermodal sales and marketing, I have gained firsthand familiarity with the commercial relationships, customer needs, and interline arrangements that shape CSXT's ability to compete for intermodal traffic. I am familiar with the intermodal and distribution significance of Eastern Pennsylvania, the

limitations of CSXT's existing access to that market, and CSXT's commercial plans for the trackage rights it seeks in this Responsive Application.

I submit this Verified Statement in support of CSXT's Responsive Application concerning Eastern Pennsylvania. I describe the commercial importance of Eastern Pennsylvania and how terminal location affects the rail options available to customers. I explain how access to Lehigh Valley Rail Management's Phoenix Rail terminal in Bethlehem ("Phoenix Rail") would allow CSXT to serve customers for whom our existing terminals do not provide a competitive alternative and offer an independent eastern connection that would help limit a combined Union Pacific ("UP") and Norfolk Southern ("NS") from foreclosing competing interline service. I also describe the customer opportunities underlying CSXT's traffic forecast and the competitive rates and service we would need to offer to attract that traffic, including traffic currently moving by truck.

I. Conditions Would Not Substitute for Denial of the Merger.

In my commercial judgment, conditions cannot recreate the competitive balance that the proposed transaction would upset. Combining UP and NS into a transcontinental railroad would change the incentives governing their relationships with independent railroads and shippers. The resulting railroad would have both an incentive and the ability to use its market power and expanded reach to favor its own transportation services over competing interline alternatives. The conditions identified by CSXT in this proceeding would address only part of that problem.

CSXT nevertheless has identified specific conditions that could partially mitigate identifiable, merger-related competitive harms. Those conditions would give CSXT an opportunity to preserve some independent competition and interline choices. They would not eliminate the broader consequences of bringing UP and NS under common control. My support

for these conditions should not be understood as support for the transaction or as a conclusion that approval subject to conditions would fully protect shippers.

II. Eastern Pennsylvania Is a Commercially Critical Region That Lacks Rail Competition.

Eastern Pennsylvania is among the most important freight and intermodal areas in the country, serving as a gateway between East Coast metropolitan areas and the rest of the country. Its location within a day's drive of one-third of the U.S. population has made it a hub for distribution and logistics operations, with a significant concentration of warehouses and distribution facilities in, around, and between Harrisburg and Allentown. Customers use these facilities to handle goods moving to and from the West, Midwest, Southeast, and other eastern markets.

Eastern Pennsylvania is particularly important to intermodal customers such as {{ }}. For these and other intermodal customers, terminal location is a critical part of the transportation offering. NS's Harrisburg and Rutherford terminals, together with its usage of Phoenix Rail in Bethlehem, place NS close to the warehouses and distribution facilities in, around, and between Harrisburg and Allentown. The cost and time required to move a container between a rail terminal and a customer's facility can determine whether an intermodal service is commercially attractive. To compete for that business, CSXT must offer an overall transportation solution that is competitive in cost, transit time, and reliability and fits the customer's operating requirements.

CSXT currently serves some Eastern Pennsylvania customers through our terminals in Chambersburg and Philadelphia. Those terminals are useful for portions of Eastern Pennsylvania, but they do not provide a competitive solution for the vast majority of customers with facilities in, around, and between Harrisburg and Allentown. Our Chambersburg terminal is

more than 55 miles from Harrisburg and more than 120 miles from Bethlehem, while our Philadelphia terminal is more than 62 miles from Bethlehem and 106 miles from Harrisburg. We have sought to serve customers through drayage, but for the vast majority, the additional trucking cost and time make that service commercially unattractive and limit our ability to compete for their business.

III. UP/NS Would Threaten Eastern Pennsylvania Customers' Competing Interline Options.

Today, NS connects with both BNSF and UP to serve Eastern Pennsylvania and earns revenue on the eastern portion of the movement regardless of which railroad handles the western portion. Following the merger, a combined UP/NS would have a financial incentive to shift traffic from BNSF–NS interline service to its own single-line service, capturing not only revenue on the eastern part of the move but also the western leg as well. CSXT's lack of competitive access to Eastern Pennsylvania would leave customers without a practical alternative eastern connection through which to maintain their BNSF service.

In my commercial judgment, NS's dominant position in Eastern Pennsylvania would give the combined carrier leverage to pursue that shift through pricing, service, and the terms of interline cooperation. UP/NS would not need to refuse BNSF traffic outright. Less attractive joint rates, service schedules, or terminal availability could make BNSF's interline offering harder for customers to use even if the route technically remained open. Customers dependent on NS to reach Eastern Pennsylvania would face pressure to move their western business to UP.

IV. Competitive Service Opportunities Through Access to Phoenix Rail.

CSXT's commercial objective in seeking this condition is to limit foreclosure of Eastern Pennsylvania customers' interline options west of the Mississippi River and provide those customers with an additional, independent rail option. Access to Phoenix Rail's independent

terminal in Bethlehem would allow CSXT to offer a competitive option to customers using that terminal and an attractive alternative for some customers currently using Harrisburg-area terminals whose facilities and transportation needs would be better served through Bethlehem. By connecting those customers with CSXT's network and western interchange partners, the proposed service would provide an independent eastern connection and help preserve competitive interline options if the merger is approved. CSXT's proposed service would supplement, rather than replace, customers' existing rail options, giving customers an additional carrier competing for their business without eliminating an existing rail choice.

The proposed service would allow CSXT to compete for both transcontinental and eastern regional traffic, including traffic currently moving by truck. CSXT has identified opportunities in lanes connecting Eastern Pennsylvania with Chicago, Los Angeles, Kansas City, Memphis, and the San Francisco Bay Area. At Manville, NJ, the service would connect with CSXT's broader north–south network, enabling CSXT to pursue additional service opportunities between Eastern Pennsylvania and southeastern markets that currently lack efficient routing.

V. Commercial Basis for the Traffic Forecast

Under my direction, CSXT's commercial team developed a traffic forecast using customer freight files, BCO data, knowledge of customer transportation needs, and other commercial opportunity data. This analysis provided a total potential addressable volume. Using this data, the team estimated the portion of the identified opportunity that CSXT could reasonably expect to win, rather than assuming that all available traffic would shift to CSXT.[1] Near-term assumptions included conversion of {{ }} of identified truck-conversion opportunities and conversion rates for current NS traffic ranging from {{ }},

[1] *See* Appendix 1 (HC- Eastern Pennsylvania Volume Analysis.xlsx)

depending on the opportunity. {{

}}

The analysis projects approximately 118,000 annual intermodal units by year three, including approximately 108,400 units diverted from NS and 9,900 units converted from truck. These projections represent opportunities CSXT would need to win by offering competitive rates and service as customers' business becomes available; access to Phoenix Rail would not, by itself, cause that traffic to shift to CSXT. CSXT anticipates additional intermodal growth beyond the initial forecast period as well as the potential to attract manifest traffic. Access to Phoenix Rail would allow CSXT to compete for future opportunities that NS is currently the only railroad that can effectively pursue.

VI. Experience Supporting Prompt Implementation

CSXT has recent experience operating over NS lines that overlap a significant portion of the proposed route. During the Howard Street Tunnel project, CSXT obtained trackage rights between Lurgan and Norristown to reroute traffic during the tunnel's closure, in combination with existing rights. That experience would help CSXT implement the proposed service promptly. For the tunnel reroutes, CSXT qualified crews within approximately one month after establishing a go-live date. CSXT would draw on that experience to begin service quickly once the necessary rights and arrangements are in place, providing Eastern Pennsylvania customers with a competitive alternative.

The requested trackage rights and access to Phoenix Rail would allow CSXT to compete for traffic it cannot effectively serve today, giving Eastern Pennsylvania customers an additional choice of rail service. That access would strengthen competition for both transcontinental and

eastern regional traffic and help limit the proposed merger from foreclosing customers' competing interline options.

* * *

CSXT continues to oppose the transaction. In my judgment, the conditions identified by CSXT in this proceeding would not restore the full competitive balance that the merger would undermine. If the Board nevertheless were to approve the transaction, it should require that CSXT be granted access to Eastern Pennsylvania. That would give shippers a measure of competition that the transaction otherwise would threaten.

VERIFICATION

I declare under penalty of perjury that the foregoing statement is true and correct to the best of my knowledge, belief, and information. Further, I certify that I am qualified and authorized to file this statement.

Executed this 17th day of November, 2026.

/s/ Maryclare Kenney
Maryclare Kenney

APPENDIX 1

[REDACTED]

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873 (SUB-NO. 52)

CSX TRANSPORTATION, INC.
— TRACKAGE RIGHTS —
NORFOLK SOUTHERN RAILWAY COMPANY BETWEEN LURGAN, PA AND MANVILLE, NJ

EXHIBIT 12(B)

VERIFIED STATEMENT OF JULIE M. CAREY

TABLE OF CONTENTS

I. Introduction and Summary of Opinions 3
II. Eastern Pennsylvania Is a Critical Intermodal and Transcontinental Market 3
III. NS Is the Dominant Rail Carrier for Eastern Pennsylvania Intermodal Freight 5
A. NS's Exceedingly High Share of Intermodal and Other Commodities Today 5
B. UP/NS Growth Plan for Intermodal in Eastern Pennsylvania 6
C. Rail Movement Specific Economic Factors Do Not Explain NS's Exceedingly High Shares 8
D. Phoenix Rail Terminal in Bethlehem, PA 13
E. Lessening of Geographic Competition in Eastern Pennsylvania from a Combined UP/NS 14
IV. UP/NS Reduces Independent Rail Options and Would Have the Incentive and Ability to Foreclose Transcontinental Intermodal 16
V. CSXT Trackage Rights Over NS in Eastern Pennsylvania Would Benefit Competition 19

I. Introduction and Summary of Opinions

My name is Julie M. Carey. I am an economist and Senior Managing Director with National Economic Research Associates, Inc. ("NERA"). I specialize in the application of economic and financial analysis to the transportation, energy, and regulated industries, including the analysis of competitive effects in rail merger and control proceedings before the Surface Transportation Board. My CV accompanies my Verified Statement in support of *CSX Transportation, Inc.'s* ("CSXT") *Comments to the Revised Merger Application*.[1]

I have been asked by CSXT to evaluate the market impact of the proposed Union Pacific Corporation/Union Pacific Railroad Company and Norfolk Southern Corporation/Norfolk Southern Railway Company ("UP/NS") transaction on competition and essential rail service in Eastern Pennsylvania, and to assess the likely competitive effects of CSXT's proposed responsive condition for that region.

My opinions are based on my review and analysis of traffic tape data, waybill data, and other records and publicly available materials, as cited throughout this statement. In summary, granting CSXT trackage rights in Eastern Pennsylvania would serve to restore the loss of an independent rail option, and partially mitigate lessened geographic competition potential traffic foreclosure by a combined UP/NS. It also would enhance competition and will not have adverse competitive effects.

II. Eastern Pennsylvania Is a Critical Intermodal and Transcontinental Market

Eastern Pennsylvania functions as an important geographic region for transcontinental intermodal freight.[2] There are many industries operating in the Harrisburg–Allentown area and

[1] *CSX Transportation, Inc.'s Comments to Revised Merger Application* (CSXT-46), *Union Pac. Corp.–Control–Norfolk S. Corp*, FD 36873 (Nov. 18, 2026), V.S. Carey, Appendix 1 ("CSXT Comments V.S. Carey").

[2] For this analysis, Eastern Pennsylvania includes the "Harrisburg BEA" as well as portions of the "Allentown-Easton" and "Chambersburg-Greencastle" BEAs, limited to Pennsylvania origins and destinations in those regions.

substantial warehouse and distribution centers.[3] NS's own internal analyses likewise recognize the importance of Eastern Pennsylvania within its intermodal network. NS expressly identifies, among its network advantages, both {{ }} and a {{ "}}.[4] NS's own view reflects that Eastern Pennsylvania occupies an important position within its broader intermodal franchise, rather than functioning solely as a local origin-and-destination market.

In 2023, {{ }}[5] carloads/intermodal units originated or terminated in Eastern Pennsylvania. More than {{ }} or {{ }} of these carloads were transcontinental traffic.[6] And more than {{ }} or {{ }} carloads were intermodal.[7] {{ }} or {{ }} of Eastern Pennsylvania intermodal freight is transcontinental.[8] {{ {{ }} {{ }} {{ }} {{ }} {{ }} {{ }} {{ }} These traffic volumes and revenues are significant and underscore that Eastern Pennsylvania is a critical region for intermodal and transcontinental intermodal freight.

[3] *US-22's Freight Corridor Problem: What Five Years of PennDOT Data Reveal About Truck Traffic Through Central PA*, The Daily News (Huntingdon, Pa.) (Aug. 18, 2026), https://www.huntingdondailynews.com/sponsored/us-22s-freight-corridor-problem-what-five-years-of-penndot-data-reveal-about-truck-traffic/article_d4b683d9-074c-4dff-b6ef-98eba1ac1a57.html.

[4] *See* Ex. 95, NS_STB_00001343 at -375 ({{ }}.

[5] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

[6] Transcontinental traffic is identified as traffic that interchanges between either BNSF or UP in the West and CSXT and NS in the East.

[7] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

[8] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

[9] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

Furthermore, NS itself identified Chicago-Harrisburg as its top lane by volume and explained that the line {{ }}.[10] NS also specifically evaluated a {{ }} opportunity that it said could become a {{ }}.[11] Taken together, the existing traffic levels and NS's own network planning indicate that the localized Eastern Pennsylvania market materially relies on intermodal rail connections to reach broader national markets. The availability and competitiveness of rail service in this region therefore affects more than local terminal movements; it affects access between a substantial Eastern Pennsylvania freight base and major Midwestern, Western, and transcontinental corridors, and NS currently believes that existing traffic will be impacted by the transaction.

III. NS Is the Dominant Rail Carrier for Eastern Pennsylvania Intermodal Freight

A. NS's Exceedingly High Share of Intermodal and Other Commodities Today

An analysis of the traffic moves involving the Eastern Pennsylvania market area demonstrates that NS is a dominant carrier for intermodal freight service as well as other commodities. As shown in Figure 1 below, in 2023, NS participated in {{ }} of all intermodal traffic compared to {{ }} for CSXT. For all commodities, NS has a {{ }} share compared to {{ }} for CSXT.[12] An inspection of the top 25 traffic corridors into or out of the Eastern Pennsylvania market area for 2023 shows that NS had a {{ }} share on 17 of the lanes.[13]

[10] Ex. 2, C. Elkins Dep. Tr. 73:01-73:23; Ex. 88, NS_00672649 at -670 (Dep. Ex. 202).

[11] *See* Ex. 95, NS_STB_00001343 at -379 ({{ }}).

[12] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

[13] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

Figure 1: Eastern Pennsylvania Routes to the Midwest Carloads and Shares by Commodity Type (2023) [14]

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}}

B. UP/NS Growth Plan for Intermodal in Eastern Pennsylvania

NS currently utilizes three intermodal terminals in Eastern Pennsylvania and anticipates re-opening a fourth under the Application's Growth Plan. Specifically, NS's Eastern Pennsylvania intermodal service currently includes Harrisburg, Bethlehem, and Rutherford. However, the UP/NS Application's Growth Plan projects six new trains that will serve the current intermodal locations as well as reintroduce service at the Greencastle terminal. UP/NS's Growth Plan projects {{ }} growth in intermodal lifts at these terminals as shown in Figure 2 below. UP/NS traffic growth projections at these terminals show that UP/NS believes the area

[14] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

will continue to grow as an important intermodal hub; meanwhile, UP/NS will face no effective competition and offers no price improvements for customers.

Figure 2: Eastern Pennsylvania Intermodal Lifts by Yard (UP/NS Base and Growth Plan)[15]

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Based on 2023 data, NS terminals moved more than {{ }} the total units than CSXT accomplished with its only Eastern Pennsylvania terminal. Specifically, NS terminals handled {{ }} units compared to {{ }} CSXT units at Chambersburg.[16] Based on 2023 traffic data, CSXT Chambersburg {{ }} of each of NS's Harrisburg and Rutherford terminals.[17] Factoring in the UP/NS Growth Plan, UP/NS's total intermodal lifts in excess of {{ }} would push its share to approximately {{ }}, assuming that CSXT's intermodal movements remained the same.[18] Thus, with a combined UP/NS, NS's currently exceedingly high shares in Eastern Pennsylvania would increase to even higher levels should the merger be approved.

[15] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

[16] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

[17] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

[18] {{ }}.

C. Rail Movement Specific Economic Factors Do Not Explain NS's Exceedingly High Shares

I investigated rail-movement-specific economic factors that might explain the exceedingly high shares of NS traffic and found that they would, at best, have a very limited effect. Further, a review of NS's internal business documents demonstrates that the absence of effective competition in the localized access area (including where NS dominates) is the factor driving the competitive dynamic in Eastern Pennsylvania.

First, CSXT's service quality would reasonably be expected to be similar to that of NS and does not explain NS's exceedingly high share. Indeed, when considering system-wide average intermodal train speeds, CSXT reports speeds approximately 13% to 25% faster than NS's, as shown below in Figure 3. Faster speeds are particularly important for the more time-sensitive intermodal traffic.

Figure 3: Whole System Average Intermodal Train Speed by Carrier and Year (MPH)[19]

Year	NS	CSXT	CSXT Advantage
[a]	[b]	[c]	[d]
2023	25.9	32.2	25%
2024	26.4	31.0	17%
2025	26.7	30.2	13%

Second, there do not appear to be superior distance economics to or from Eastern Pennsylvania and major markets on NS's overall network, as the routes from Harrisburg or Rutherford to their high-volume destinations would have similar or lower mileage with CSXT, as shown by Figure 4 below.

[19] *See* Carey HC-WP-IM Delivery Time.xlsx.

Figure 4: CSXT Mileages for High-Volume NS Rutherford and Harrisburg Routes (2023)[20]

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Third, in localized access areas, drayage is unable to act as an effective economic competitor. CSXT's Philadelphia and Chambersburg terminals are well outside the localized area of demand in Eastern Pennsylvania. CSXT's nearest terminal is in Chambersburg, approximately 55 miles southwest of Harrisburg. In Eastern Pennsylvania's localized area of highly concentrated business, diverting freight to CSXT's Chambersburg terminal would require longer drays over stretches of I-81 and I-78 or Route 22, which already face congestion and increasing truck traffic, particularly between Harrisburg and Bethlehem/Allentown.[21] For these

[20] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

[21] *US-22's Freight Corridor Problem*, *supra* n.3.

reasons, NS is observably the "only practical rail option" in the area.[22] On top of the longer dray, more expensive drayage results in the economic effect of more time and money. Finally, drayage requires the use of many truckloads to aggregate sufficient traffic for one train, as such, dray-to-rail moves often lack the scale that can make freight rail an attractive alternative to trucking. As further evidence that it is impractical to serve CSXT's Chambersburg terminal through drayage, CSXT has previously led unsuccessful efforts to expand these exact types of moves out of Eastern Pennsylvania to Chambersburg and CSXT.

Fourth, while NS's rail network extends to Kansas City—beyond the reach of CSXT's network—and does provide {{ }} as compared to CSXT, NS does not use Kansas City as an interchange location to compete for transcontinental traffic partnering with western railroads. Furthermore, this traffic accounts for a {{ }} as compared to CSXT. A lane-specific analysis {{ }}. For example, as shown in Figure 5 below, on the Eastern Pennsylvania lanes involving {{ }}, NS has an approximately {{ }} share of intermodal traffic volumes. This {{ }} exists despite both railroad networks providing {{ }} from the broader region to the important Chicago market area (Figure 3 above) and despite CSXT's intermodal service speed advantages.

[22] *NS Chassis Shortage Disrupts Freight Deliveries in Pennsylvania*, Concord Freight Sys. (Sep. 9, 2026), https://www.cfscon.com/company/438.html.

Figure 5: Eastern Pennsylvania Intermodal Routes to Chicago with Carloads and Shares (2023)[23]

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Fifth, a review of NS documents confirms that Eastern Pennsylvania is exhibited as a localized access area it dominates. NS itself characterizes Eastern Pennsylvania as an area of concentrated strength. In a {{

}}.[24] The same presentation later identifies among NS's principal network advantages {{

}}.[26]

[23] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

[24] *See* Ex. 95, NS_STB_00001343 at -358 ({{ }}).

[25] *See* Ex. 95, NS_STB_00001343 at -375 ({{ }}).

[26] Ex. 2, C. Elkins Dep. Tr. 73:01-73:23; Ex. 88, NS_00672649 at 670 (Dep. Ex. 202).

{{ }} raise the concern that NS can use its dense regional terminal network to localize, redirect, or reduce access at particular facilities. In {{

}}.[27] A related internal exchange described NS's {{

}} and proposed creating an operational plan {{ }}.[28] The same discussion called the situation an opportunity to {{

}}.[29] These documents demonstrate NS's ability and willingness to leverage its dominate position {{ }}.

That concern is reinforced by NS's own treatment of competitive access. In documents evaluating the merger, {{

}}.[30] And NS's chief marketing officer separately explained that the strategic initiative of {{

[27] *See* Ex. 77, NS_00134053 at -053 ({{ }}).

[28] *See* Ex. 78, NS_00145813 at -813 ({{ }}).

[29] *See* Ex. 78, NS_00145813 at -814 ({{ }}).

[30] *See* Ex. 93, NS_STB_00001303 at -310 ({{ }}).

}}.[31] NS places substantial strategic value on maintaining localized or single-carrier access and strengthening {{ }}[32] Eastern Pennsylvania position while actively shifting eastern traffic away from CSXT.

D. Phoenix Rail Terminal in Bethlehem, PA

NS is the {{ }}. Despite CPKC's trackage rights into the terminal,[33] CPKC {{ }},[34] and its trackage rights only provide access to/from the north, toward Montreal. As such, despite theoretical options for shippers preferring Bethlehem, PA, there is no active competition at the Phoenix Rail Terminal.

The Phoenix Rail's Bethlehem Terminal may be underutilized based on intermodal traffic. The data shows that Allentown, the region with Phoenix Rail Terminal, observes {{ }} the trucking volume relative to rail compared to Harrisburg. This suggests Phoenix Rail is underutilized for intermodal traffic.

Existing assets which could provide competitive alternatives to UP/NS are left unused, potentially because CPKC does not serve the most important locations to Eastern Pennsylvania shippers. In either case, CSXT's presence in the area would offer a competitive alternative to those shippers.

[31] *See* Ex. 2, C. Elkins Dep. 64:05-21; Ex. NS_00672649 at -661 (Dep. Ex. 202).

[32] *See* Ex. 95, NS_STB_00001343 at -375 ({{ }}).

[33] *Bethlehem, PA*, Phoenix Rail, https://phoenixrail.com/bethlehem-pa/ (last visited Nov. 11, 2026).

[34] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx.

E. Lessening of Geographic Competition in Eastern Pennsylvania from a Combined UP/NS

In my Verified Statement filed in support of *CSXT's Comments to the Revised Merger Application,* I analyze the harm to geographic competition from the proposed transaction by modifying Dr. Bailey's 50/10 analysis to make necessary corrections[35] and to evaluate it with a more stringent 50/5-9 test due to the particularly high shares of a combined UP/NS.

To demonstrate the substantial nature of the lessening of geographic competition, I looked at the proposed UP/NS Transaction's implications for the Harrisburg BEA. The geographic scope of the area includes numerous counties surrounding the city of Harrisburg, as well as NS's Harrisburg and Rutherford terminals.[36] A BEA area captures a central area of economic activity and includes surrounding counties that it determines to be economically linked.[37] Chambersburg is not part of the Harrisburg BEA but rather has been determined to be part of a Maryland geographic economic area as shown below in Figure 6.[38]

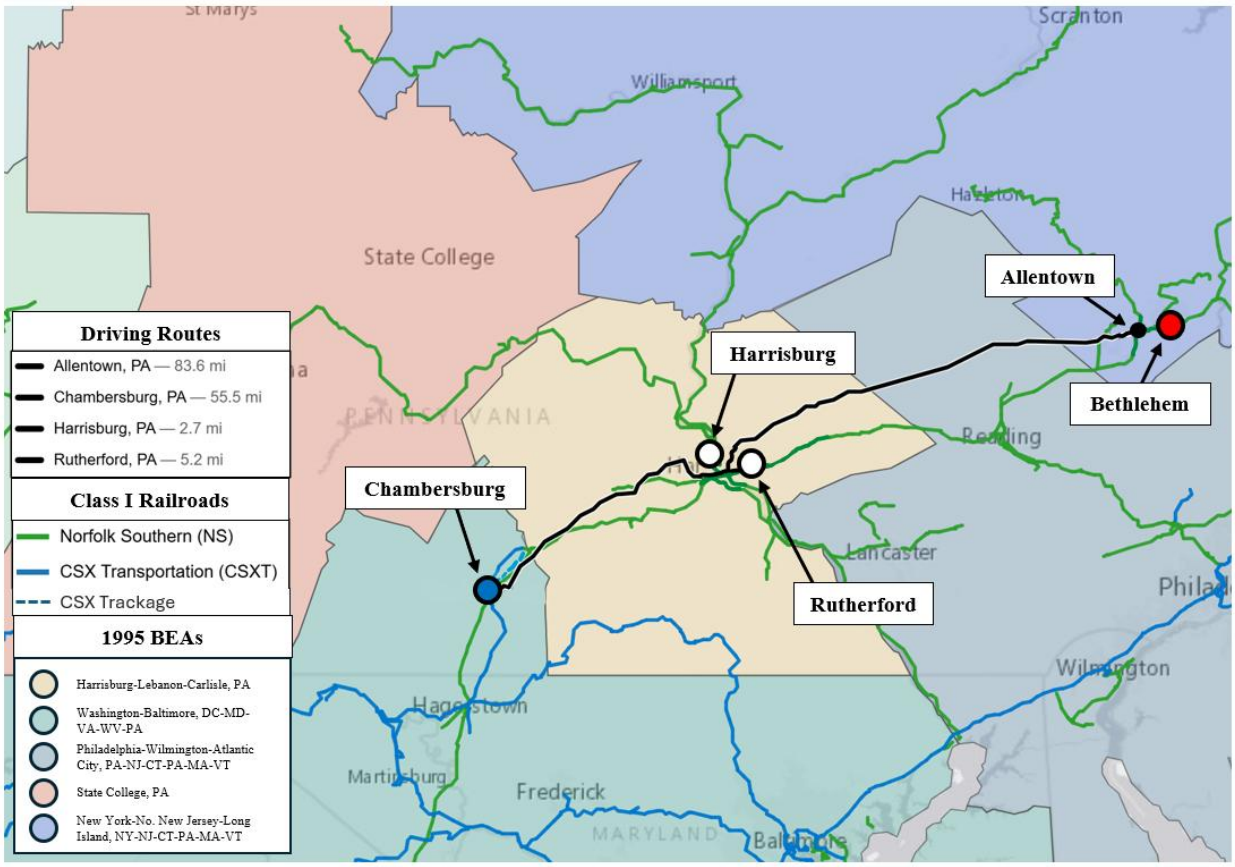
[35] Dr. Bailey includes many unsupported assumptions in her 50/10 analysis. As discussed in Sections IV and V of my V.S. filed in support of *CSX Transportation, Inc.'s Comments to Revised Merger Application* (CSXT Comments V.S. Carey at 52-70), for example, she excludes certain commodities because they are not rate-regulated, which does not mean that a transaction will not lessen competition. In addition, she has no support for the analysis of commodities at a four-digit STCC level or for her inclusion of trucking and other intermodal competitors without support.

[36] Dr. Bailey relies on the 1995 BEA definition of Harrisburg. A 2004 version expands the area somewhat, but neither geographic scope includes Chambersburg, PA.

[37] *Final Redefinition of the BEA Economic Areas*, Bureau of Transportation Statistics, 60 Fed. Reg. 13,114 (Mar. 10, 1995), https://www.bts.gov/archive/publications/federal_register/1995/bts_19950310 (Updated with 2004 definition).

[38] This determination was made in both the 1995 and 2004 redefinitions of BEAs. *See 2004 Redefinition of the BEA Economic Areas*, Bureau of Transportation Statistics (Nov. 2004), https://apps.bea.gov/scb/pdf/2004/11November/1104Econ-Areas.pdf.

Figure 6: Map of the Harrisburg BEA and Surrounding BEAs Assumed in UP/NS Geographic Competition Analysis (2023)[39]



Notes: "Redefinition of the BEA Economic Areas," Survey of Current Business, February 1995, available at https://psc.ky.gov/pscecf/2003-00379/compsouth_efs/03312004/ccs_rt_jg_ex5_03_31_04.pdf.
Driving distances from Google Maps.
Rail lines from https://geodata.bts.gov/datasets/usdot::north-american-rail-network-lines/about.

I present in Figure 7 below the results of my corrected geographic competition analysis for the Harrisburg BEA. Figure 7 shows that the combined UP/NS fails the 50/5-9 screen for intermodal products for both the destination and the source competition into and out of the BEA area, affecting approximately {{ }} in traffic revenues for these traffic moves.[40]

[39] *See* Carey HC-WP-Eastern_Pennsylvania.xlsx.

[40] *See* Carey HC-WP Source & Destination Competition.xlsx ({{ }}).

Figure 7: Harm to Geographic Competition in the Harrisburg BEA (2023)[41]

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In conclusion, my correction to Dr. Bailey's geographic competition analysis demonstrates a lessening of competition from the combined UP/NS.[42]

Although Bethlehem is not included in the 50/5-9 analysis as a separate geographic area, narrowly analyzing Bethlehem would raise similar concerns because NS is the only Class I railroad currently using the Phoenix Rail Terminal. Therefore, shippers in the Allentown area have no rail options independent of NS today.

IV. UP/NS Reduces Independent Rail Options and Would Have the Incentive and Ability to Foreclose Transcontinental Intermodal

A combined UP/NS would reduce independent rail options available to shippers in Eastern Pennsylvania. As I discuss in my Verified Statement in support of *CSXT's Comments to the Revised Merger Application*, having an independent rail option is critically important to

[41] *See* Carey HC-WP Source & Destination Competition.xlsx.

[42] The results of this screen are conservative because they focus on the Harrisburg BEA. Other terminals in the area are a part of larger BEAs that encompass non-Eastern Pennsylvania locations.

ensure effective competition.[43] The Board's historical reliance on independent rail options for effective competition requires true independent rail options on all route segments.

Because of NS's localized access dominance, Eastern Pennsylvania shippers are currently effectively sole-served by NS in the east for important transcontinental intermodal traffic,[44] but those shippers still maintain multiple independent western rail options in either UP or BNSF. However, if the transaction is approved, Eastern Pennsylvania intermodal shippers will lose their independent western options as well.

Specifically, today, NS operates as a neutral interchange partner for Eastern Pennsylvania shippers when interacting with western carriers. Of the {{ }} transcontinental units moved by NS in 2023, {{ }} were interchanged with BNSF and {{ }} were interchanged with UP.[45] Under the status quo, both UP and BNSF are independent options, which means each has a strong incentive to partner and collaborate with NS to produce a robust competitive dynamic for the western segment of the transcontinental move that provides competitive benefits to shippers today. This means NS has no incentive to advantage UP or BNSF over the other.[46]

Post-transaction, UP would no longer be an independent rail option in the west, and as the Board understands, a merged company (such as UP and NS) has an incentive and ability to disadvantage dependent interline traffic when compared to its single line service.[47] Specifically, post-transaction, all transcontinental shippers lose an independent rail option necessary to ensure

[43] *See* CSXT Comments V.S. Carey at 13-15, 45-49, 70-78.

[44] I understand from Ms. Kenney's V.S. that CSXT has tried to serve Harrisburg traffic from its Chambersburg terminal but has been unsuccessful. *See* Ex. 12A, V.S. Kenney, at 5-6.

[45] *See* Carey HC-WP – Eastern_Pennsylvania.xlsx ({{ }}).

[46] This dynamic operates in reverse for West to East traffic regardless of the contracting mechanism. If the customer chooses to solicit through-rate pricing from BNSF, BNSF must still negotiate with a combined UP/NS for the rate in the east.

[47] CSXT Comments V.S. Carey at 45-49, 92; *see also, e.g.*, CSXT Comments V.S. Shehadeh at 18-23.

robust negotiations required for effective competition because of the combination of UP in the west with NS in the east.

As a result of the proposed transaction, UP and NS would have the same unified incentive and ability to harm competition. Post-transaction, a combined UP/NS would have a direct financial incentive to favor its own western service over service provided by BNSF, because it would capture revenue on both legs of a UP/NS movement rather than only the eastern leg of an interline movement—in other words, the foreclosure of today's competition as well as all future competition. Dr. Ramsey Shehadeh addresses these vertical foreclosure risks at length in his Verified Statement in support of *CSX Transportation, Inc.'s* ("CSXT") *Comments to the Revised Merger Application*.[48]

Foreclosure of CSXT in the eastern U.S. and/or foreclosure of BNSF in the western U.S. is possible through controlling access points such as gateways, or through anti-competitive pricing of critical upstream services and inputs. Indeed, UP/NS can raise rates at multiple points in the supply chain, including at customer locations, interchange facilities such as switching and terminal railroads, and/or bridges, and other facilities and other types of services (demurrage, storage, fuel cost charges, among others). In addition, because of UP/NS's broad U.S. geographic scope, and particular assets in the important midcontinent interchange areas, post-transaction UP/NS can degrade service of its rival transcontinental providers.[49]

To illustrate, UP/NS has the ability to raise eastern U.S. intermodal charges at the terminal (demurrage fees or other charges)[50] in addition to an increase in the linehaul rate on the

[48] *See generally* CSXT Comments V.S. Shehadeh.

[49] *See* CSXT Comments V.S. Carey at 92, 122-29 for additional examples and discussions.

[50] Rail demurrage fees may run $75 - $300 + per car per day and an extra day delay plus higher charges can lead to an increased cost of $700 plus, greatly increasing the total cost of the eastern portion of the interline move. As an example, 50 railcars per month that average just one extra day of demurrage per car would total $3,750 to $7,500 in

eastern leg of the transcon route in order to[51] divert traffic on the western segment away from BNSF and achieve an overall increase in profits.

V. CSXT Trackage Rights Over NS in Eastern Pennsylvania Would Benefit Competition

The only way to help restore the effective competition on the western segment of transcontinental traffic moves that exists today is to enable CSXT to provide competition for transcontinental shippers on the eastern route segment of transcon moves to replace the reduced independent UP rail option on the western route segment.

As discussed above, there is ineffective competition in Eastern Pennsylvania today, and therefore CSXT is unable to act as a competitive constraint on such traffic. The requested trackage rights would restore the loss of an independent rail option, partially mitigate lessened geographic competition and limit UP/NS's ability to foreclosing BNSF's access to Eastern Pennsylvania for important transcon traffic.

For all traffic, the introduction of CSXT intermodal service to Eastern Pennsylvania will not result in any lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States.

Trackage rights will also enhance the competitive service options available to Eastern Pennsylvania shippers by introducing a new competitor serving the Phoenix Rail Terminal in Bethlehem so that NS may not {{ }} customers.[52]

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monthly charges. *Rail Demurrage Fees in 2026: $75-$300/Day + Free Calculator*, Steel Wheel Logistics (Mar. 17, 2026), https://steelwheellogistics.com/blog/rail-demurrage-fees-guide.

[51] The cost to NS of a move is about $755. This estimate is derived from using the 2023 URCS cost system at tab "Railroad Cost Program." The cost input assumptions were railroad NS; move distance 724.7 as estimated for a Harrisburg, PA to Chicago, IL move in PC Miler; move type of originate and terminate; car type of Flat Cars TOFC/COFC; number of cars 1; cars owned by Railroad; car weight of 20.55 tons per Hunt analysis of Transearch data; commodity type 46 Other Misc. Mixed Shipments; and shipment size of Intermodal.

[52] Ex. 78, NS_00145813 at -813 (({{ }}).

As shown above in Figure 1, NS currently has a {{ }} share of the lanes between the Allentown-Easton, PA BEA and Chicago, Kansas City, and St. Louis.[53] CSXT's access to the terminal in Bethlehem would provide shippers with an independent rail option on these lanes. Similarly, some customers who currently use NS's Harrisburg-area terminals will also benefit from CSXT's Bethlehem service, either directly by diverting to CSXT service or indirectly through the introduction of a competitive option. Other benefits will accrue in terms of truck-to-rail diversions. CSXT also anticipates diverting 9,889 trucks to rail annually.[54] These diversions will benefit intermodal competition.

In conclusion, granting CSXT trackage rights will not have any adverse competitive effects.

[53] Competition on the Kansas City corridor is contingent on other requests made by CSXT in this proceeding. Carey HC-WP – Eastern_Pennsylvania.xlsx. The percentage {{ }}.

[54] *See* Ex. 12A, V.S. Kenney, at 7.

VERIFICATION

I, Julie M. Carey, declare under penalty of perjury that I have read the foregoing Verified Statement, that I know the facts asserted therein, and that the same are true as stated. Further, I certify that I am qualified and authorized to submit this Verified Statement.

Executed on November 18, 2026



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EXHIBIT 13

Eastern Pennsylvania Operating Plan

Introduction

Qualifications

My name is James C. (Charlie) Cunningham. I am a Senior Director at R.L. Banks & Associates, Inc. ("RLBA"), a management consulting firm specializing exclusively in railroad matters, with offices in Northern Virginia, Massachusetts, Georgia, North Carolina, and Wisconsin.

I have been employed in the railroad industry for over 20 years. My experience includes positions in the Operations and Contracts & Joint Facilities Departments at BNSF Railway Company ("BNSF"), a Class I railroad, a position in Business Development in the Rail Group at the Port Authority of the third largest port in the United States, i.e., the Port of New York and New Jersey, and my work at RLBA. My expertise includes operations, railroad costing and economics, joint facilities, as well as service planning and financial analysis.

During my time at BNSF, I began as a management trainee encompassing a training process that included conductor qualification, switching in flat and hump yards, mechanical, engineering and dispatcher training before being sent to my first permanent work location in California. There, I traveled regularly across the division to learn the overall operations of the three main functional areas of railroading (operations, engineering, and mechanical) including spending time at the regional dispatching center in San Bernardino and Barstow, BNSF's major classification yard in the State of California. I then began my first permanent role, serving in multiple positions of increasing responsibility in the Operations Department, initially handling the day-to-day logistics of train movements from and to the San Francisco Bay Area and advancing into a management role over the Northern California region, responsible for carload freight and intermodal traffic at numerous rail yards and facilities in that region. This role also included consistent coordination with BNSF's Service Design Group, modeling and changing train schedules based on changing business environments and taking into account Amtrak trains that ran across my territory as well as the changes to crew planning that resulted from train schedule moves.

After serving in Operations, I moved to BNSF's Contracts & Joint Facilities ("Joint Facilities") Group, a department that handles interactions between BNSF and other railroads, ports and government entities. My territory included eleven states constituting BNSF's Southern and Eastern Regions, where the focus of my responsibilities included negotiating with other Class I Railroads, primarily Union Pacific ("UP"), as well as all of the then seven Class Is;

working on agreements between BNSF, other railroads and ports; analyzing the most efficient and cost-effective routes BNSF trains should take in conjunction with the BNSF Service Design and Operating Teams; and educating operating teams on the rights and abilities they had to operate trains and service customers on other railroad lines. My role in Joint Facilities included drafting and negotiating agreements as well as serving as the primary resource to educate and advise BNSF Operations staff on interpreting trackage rights and other agreements.

Then, as a Business Development Manager at the Port Authority of New York and New Jersey ("PANYNJ"), I interacted with Operations, Marketing and Service Design management staffs at CSX, Norfolk Southern ("NS") and Conrail ("CR") to grow intermodal volumes between PANYNJ and various locations across the United States. My work there included drafting and negotiating agreements with terminal operators at PANYNJ and working with the rail carriers and terminal operators to grow the intermodal business coming to and from PANYNJ. In addition, I assisted with the ongoing capacity planning and infrastructure review of Conrail's tracks, including Oak Island Yard, its hump classification yard in northern New Jersey, to help make its system more efficient and capable of handling the forecasted growth in intermodal cargo at PANYNJ.

Finally, at RLBA, I have served as Manager and now Senior Director. RLBA is a multidisciplinary consulting firm providing economic, operational, engineering, technical due diligence and valuation counsel to freight, passenger, commuter and light rail companies and agencies in North America. RLBA features more than 70 years of experience in providing expert economic analytical and valuation services to a nationwide group of clients representing every principal segment of the economy. RLBA is a Delaware corporation headquartered in the Washington, DC metropolitan area. In my time at RLBA, I have worked on myriad project types including litigation support as an operations and economic damages expert as well as operations planning and valuations.

I earned a BS in Economics from Texas A&M University in College Station, TX, with a minor in Business. Appendix B contains a list of my prior experience and qualifications.

Scope of Engagement

Crowell & Moring, on behalf of CSX Transportation, Inc. ("CSXT"), retained RLBA to provide railroad operations planning and strategic analyses concerning conditions CSXT seeks in connection with the proposed Union Pacific–Norfolk Southern ("UP/NS") merger. This assignment includes developing an operating plan and assessing the operational requirements, impacts, and anticipated benefits of CSXT's responsive applications including the requested trackage rights located primarily in Eastern Pennsylvania, as described in more detail later in this report.

Requested Condition

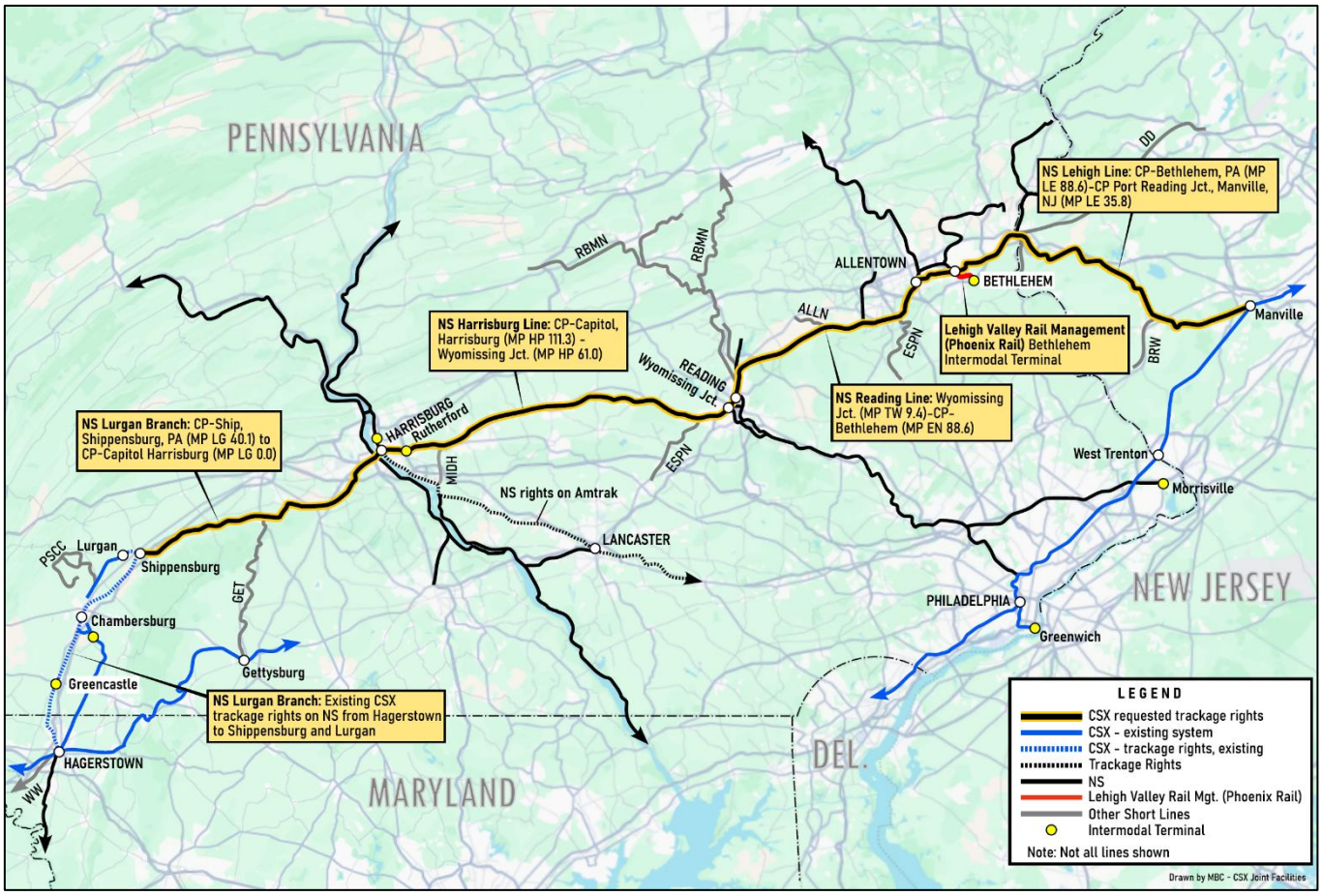
CSXT requests that the Surface Transportation Board ("Board") condition approval of the proposed merger transaction between UP and NS on granting CSXT trackage rights over NS lines between Lurgan, PA, and Manville, NJ, with the right to interchange all traffic types, i.e., intermodal (containers) and non-intermodal (carloads) with Lehigh Valley Rail Management's Phoenix Rail Terminal via Lehigh Valley Railway ("LVRB"), which operates the tracks and terminal located in Bethlehem, PA ("Eastern PA Rights"). CSXT has existing rights over NS between Hagerstown, MD, and Lurgan, PA, to be continued with allowance to connect said existing rights with the rights granted under this transaction.

A. Requested Trackage Rights Between Lurgan, PA and Manville, NJ

CSXT seeks trackage rights on approximately 187± miles of NS trackage between CP-Port Reading Junction (Manville Yard) at or near MP LE 35.8± and CP Ship (Shippensburg/Lurgan) at or near MP LG 40.1± per the following:

- Lehigh Line, commencing at or near CP-Port Reading Junction (Manville Yard) at or near MP LE 35.8± and Bethlehem at or near MP LE 88.6±, inclusive of the ability to get on and off the Lehigh Line at Bethlehem to connect with Phoenix Rail LVRB at or near MP LE 88.6±;
- Reading Line between Bethlehem at or near MP EN 88.6± and Wyomissing Jct. at or near MP TW 9.4±;
- Harrisburg Line from Wyomissing Jct. MP HP 61.0± to a connection with the Lurgan District at or near CP Capital (Harrisburg) MP HP 111.3±; and
- Lurgan District from CP Capital MP LG 0.0±/HP 111.3 to a connection with CSXT's existing rights at or near CP Ship (Shippensburg) at or near MP LG 40.1±.
- The right to connect with CSX's existing CSXT trackage rights on Lurgan District from CP Ship at or near MP LG 40.1±. to Town (Hagerstown) at or near HW 73.7 ±.

NS Lines between Hagerstown, MD – Manville, NJ



B. Summary of Eastern Pennsylvania Trackage Opportunity

RLBA worked with CSXT Sales & Marketing and Service Design to estimate the intermodal volume CSXT could gain by operating over NS's lines between Hagerstown and Manville. RLBA assessed the reasonableness of CSXT's commercial projections based on analysis of the traffic tapes provided in connection with the merger application and aggregated by CSXT's economic consultant, National Economic Research Associates, Inc. ("NERA"). The projected volume estimate consists primarily of traffic diverted from NS, with additional volume from truck-to-rail conversions. The estimate reflects anticipated traffic gains within three years after the STB grants the requested rights and is based on the CSXT Sales & Marketing dataset titled "Eastern PA Volumes." [1]

[1] *See* Ex. 12A, V.S. Kenney, Appendix 1 (HC - KC-ESL Volume Analysis.xlsx)

The analysis projects that CSXT could attract 118,329 annual revenue containers within three years after the Board grants the requested rights.[2] CSXT provided the following assumptions to translate that volume into estimated train requirements:

- 35 feet of train length per container;[3]
- Seven day a week service with one revenue move and one empty return train per day;
- a 90% double stack compliance, and
- a balanced flow of rail equipment over the trackage-rights route.

Based on these assumptions, CSXT would operate an estimated two trains per day over the requested route, calculated as follows:

Table 1

Alpha	Description	Value	Calculation
a	Eastbound Revenue Volume (Containers)	50,087	-
b	Westbound Revenue Volume (Containers)	68,242	-
c	Empty Return	18,155	a - b
d	90% Length (35 ft)	2,149,623	(b x .9) x 35
e	10% Length (70 ft)	477,694	(b x .1) x 70
f	Eastbound Annual Train Length	2,627,317	d + e
g	Westbound Annual Train Length	2,627,317	d + e
h	Annual One Way Train Count	365	7 DOW Service
i	Eastbound/Westbound Train Length	7,198	f / h

[2] *Id.*

[3] A typical 3 unit articulated car that handles domestic 53 foot containers is approximately 204 feet or 68 feet per well. Assuming containers are double stacked results in, 68/2 or 34 feet of train per container. A single well car is approximately 76 feet or 38 feet of train per double stacked container. 35 feet was used as it's between the two but favors the 3 unit articulated car as that is the most prevalent car used. 35 feet is also what CSXT uses internally to calculate feet of train per container.

C. Description of Existing CSXT Operations

CSXT operations in the Philadelphia area and New Jersey handle intermodal, automotive, bulk manufacturing, and general merchandise traffic. Unlike NS, which owns a dense grid of wholly owned mainlines across Pennsylvania, CSXT's footprint in the region relies on a limited number of subdivisions, terminals, and joint access agreements.

CSXT's operations in the region use three principal routes or areas: the Trenton Subdivision, the Philadelphia Subdivision, and South Jersey Conrail Shared Asset Area:

- The Trenton Subdivision**:** Spanning 56.1 miles between Philadelphia and Manville, NJ, this corridor is CSXT's primary artery linking the Northeast to Mid-Atlantic ports. It handles high-speed double-stack intermodal freight, automotive consists, and mixed merchandise.

- The Philadelphia Subdivision: Continuing south from Philadelphia toward Baltimore, this segment acts as the baseline for the north-south East Coast corridor.

- South Jersey Shared Asset Area (SJSAA): In the immediate Philadelphia metropolitan area, CSXT operates via Conrail Shared Assets Operations (CSAO), giving the railroad co-equal operational access to heavy industrial clusters and port facilities alongside Norfolk Southern.

CSAO is a unique operational entity created during the 1999 split of Conrail. It governs how CSXT and NS operate today in each of the Conrail Shared Asset Areas: North Jersey, South Jersey, and Detroit.

In designated Shared Assets Areas, like the North Jersey Shared Asset Area (NJSAA), both CSXT and NS have equal access to shippers and terminals. Conrail operates as a local switching and terminal railroad, moving cars on behalf of both Class I owners.

Manville Yard sits at a critical geographic transition point. The NS Lehigh Line carries freight from Bethlehem to the western edge of the NJSAA. Under the requested rights, CSXT trains would use the Lehigh Line between Manville and Bethlehem only to reach Phoenix Rail, and CSXT would set off and pick up traffic only at Bethlehem (see Section G).

CSXT can drop off or pick up trains at designated interchange points inside the perimeter (such as Conrail's Oak Island Yard inside the NJSAA or the northern end of the CSXT River Line). Once the freight is inside the boundary, neutral Conrail crews use Conrail locomotives to perform the local switching and final delivery to industrial customers.

D. No Impact on Existing NS Operations

RLBA has analyzed the impact of CSXT's proposed operations on the capacity of the identified lines and finds that the addition of two CSXT trains per day would not adversely affect existing or contemplated UP/NS operations. *See* Appendix A, Table 2. For example, RLBA's analysis of UP/NS's Growth Plan identifies that UP/NS anticipate {{ }} trains per day consisting primarily of high-priority trains carrying double-stack shipping containers heading for the New York/New Jersey port complexes via Manville on the Lehigh Line ({{ }}). Under this operating plan, the total trains per day under the Growth Plan would increase to a total of {{ }} with an average of two (2) CSXT intermodal trains on the same Line, increasing the utilization from {{ }}.

As discussed in Section G below, CSXT expects to operate within agreed-upon train slots and recognizes that the parties would need to work together to identify appropriate operating windows that accommodate CSXT's operations and take into account its need to meet availability and cutoff requirements at the Phoenix Rail facility. CSXT and NS previously coordinated temporary operations over much of this corridor under a detour arrangement during CSXT's expansion of the Howard Street Tunnel ("HST") in Baltimore.

During said detour, CSXT secured temporary trackage rights and operated over approximately 148 miles of NS infrastructure between Lurgan, Harrisburg, and Norristown, PA. This agreement permitted CSXT to operate up to two trains in each direction per day (four trains) over this route, including critical, time sensitive manifest freight trains. Approximately 96 miles of that detour route, between Lurgan and Reading, overlap the trackage rights sought in this responsive application, or roughly 51% of the approximately 187-mile route.

E. Proposed Operating Plan Changes

CSXT would use the trackage rights to operate over the route and serve the Phoenix Rail facility at its current location, regardless of changes in the facility's ownership or infrastructure. CSXT does not seek the right to serve any additional local customers along the trackage-rights route. At this time, CSXT would operate a daily average of two (2) intermodal trains per day.[4] Operations would follow one of two preliminary plans depending on the most efficient CSXT routing based on the western Origin/Destination (O/D) location:

Roundtrip Manville to Bethlehem - Option 1

- ***Manville to Bethlehem*** – CSXT Run-through train routing through Selkirk, NY, arrives at CSXT South Kearny Yard (located within the NJSAA) to be recrewed, departs Kearny,

[4] Table 1 CSXT Train Count Calculations and Assumptions

NJ to Manville, NJ, and operates non-stop on NS Lehigh Line from Manville, NJ, to Bethlehem, PA, and interchanges loaded and empty intermodal railcars with Phoenix Rail via LVRB. Total run time is estimated to be ~310 minutes (5.2 hrs.) including on duty time to departure ("ODTD") of sixty (60) minutes, run time from Kearny to Bethlehem of one hundred and ninety (190) minutes, and interchange work with LVRB at Phoenix Rail of sixty (60) minutes.

- ***Bethlehem to Manville*** – CSXT Run-through train with LVRB Phoenix Rail loaded and empty interchange railcars departs Bethlehem, PA, and operates non-stop to Manville, NJ, on the NS Lehigh Line, departs Manville, NJ to Kearny, NJ with an outbound CSXT crew, and continues toward Selkirk, NY, for furtherance to final western destination. Total run time is estimated to be approximately ~310 minutes (5.2 hrs.) including ODTD of sixty (60) minutes to departure), a run time from Bethlehem to Kearny of one hundred and ninety (190) minutes, and an Arrival Time to Off Duty ("ATOD") of sixty (60) minutes.

Option 1 represents the most likely routing of most, if not all, of volume CSXT would operate to/from Phoenix Rail in years 1 through 3. However, depending on the western origin/destination location, it may be more efficient to route trains to/from Phoenix Rail via access from the south. In that case, the following Option 2 describes how CSXT trains would be routed.

Roundtrip Hagerstown to Bethlehem - Option 2

- ***Hagerstown to Bethlehem*** – CSXT Run-through train with loaded and empty intermodal railcars arrives in Hagerstown, MD, via CSXT from the west, departs Hagerstown on the NS Lurgan District, operates nonstop on the Lurgan District, that connects its existing trackage rights with the rights requested in this Operating Plan, with the Harrisburg Line, Reading Line, and Lehigh Line to Bethlehem, PA where the train is interchanged with Phoenix Rail via LVRB. Total run time is estimated to be approximately 440 minutes (7.3 hrs.) including ODTD of sixty (60) minutes, run time from Hagerstown to Bethlehem of three hundred twenty (320) minutes, and interchange work with LVRB at Phoenix Rail of sixty (60) minutes.

- ***Bethlehem to Hagerstown*** - CSXT Run-through train with Phoenix Rail exchanged intermodal railcars departs Bethlehem, operates non-stop on the NS Lehigh, Reading, Harrisburg and Lurgan Lines to Hagerstown, recrews outbound train at Hagerstown, and departs for CSXT western terminus. Total run time is estimated to be approximately 510 minutes (8.5 hrs.) including ODTD of sixty (60) minutes, run

time from Bethlehem to Hagerstown of three hundred ninety (390) minutes, and ATOD of sixty (60) minutes arrival to off duty.

Note that the above total run times are estimates that would be impacted by scheduled train slots allocated for CSXT intermodal train operations by NS, LVRB interchange procedures, and Phoenix Rail container lift operations, all to be governed by negotiated agreements between NS, CSXT, and Phoenix Rail.

CSXT recognizes that NS currently operates in a bi-directional manner between Hagerstown and Manville with all traffic operating on the Lurgan District, Harrisburg Line, Reading Line, and Lehigh Line and CSXT would adhere to NS bi-directional running operations.

Future traffic opportunities may include non-intermodal traffic, such as carload traffic moving in intermodal or mixed manifest trains. Such opportunities would depend on organic growth resulting from CSXT's new presence in Eastern Pennsylvania or shifts in existing traffic from other western gateways, as well as negotiations with connecting carriers and NS. As such, the only volumes currently projected in the 1-3 year timeframe are intermodal volumes. RLBA analysis indicated intermodal as the largest opportunity set available, in lanes primarily moving between the Northeast and Great Lakes or Midwest regions.

CSXT's proposed operations are supported by CSXT's past operational experience running on approximately 96 miles, or roughly 51%, of the requested trackage during approximately nine months of HST construction. During that time CSXT operated up to four trains per day (two in each direction) with minimal issues or conflicts, which is twice as many trains as contemplated in this operating plan.

F. Dispatching Changes

Under this operating plan, NS will continue to be the primary user of the Eastern PA Rights and CSXT believes it is appropriate for NS to continue to dispatch this line as described below.

The train dispatching function is of central importance to both the efficiency and safety of rail operations. NS dispatches its entire 22-state rail network out of a centralized facility located at its corporate headquarters in Atlanta, Georgia. Specifically, operations are housed within the Network Operations Center (NOC) at 650 West Peachtree Street NW.

NS's Keystone Division (Harrisburg, PA) dispatches NS's principal rail corridors in the Northeast and Mid-Atlantic. Its territory includes the Harrisburg Line and Lehigh Line, which carry intermodal and manifest traffic to and from the New York/New Jersey ports.

NS's Harrisburg East Desk dispatches the Harrisburg Line, the Reading Line, and the Lehigh Line corridor running past Bethlehem and out to Port Reading Junction (Manville) in New Jersey.

The Harrisburg East dispatchers would continue to control train movements on the NS line between Hagerstown and Port Reading Junction including CSXT trains arriving and departing Hagerstown, Bethlehem, and Manville.

To the extent NS cannot dispatch trains between Hagerstown and Manville with current staffing levels at the Harrisburg East Desk, CSXT would request NS to reallocate the additional responsibilities for the two CSXT trains to another RTC desk within the NOC.

G. Train Schedules

CSXT expects (as it did with respect to the HST project) to operate to a schedule (slots) and understands that the parties would need to work collectively to find appropriate windows to accommodate CSXT's operations that do not unduly restrict CSXT's ability to satisfy availability and/or cut-off standards at the Phoenix Rail terminal.

Depending on the preliminary plan, Option 1 or Option 2, crew change would occur at Kearny, Hagerstown, and if required, at Bethlehem on Phoenix Rail's property. CSXT would need an agreement with Phoenix Rail to stage/position locomotives during crew changes. CSXT has engaged in preliminary discussions with Phoenix Rail and does not anticipate issues reaching such an agreement.

Locomotives will be fueled and inspected to ensure no issues when operating over the NS (as well as Phoenix Rail). If need be, CSXT would deploy a locomotive service truck ("LST") at Bethlehem to handle non-routine, light service work.

CSXT would set off and pick up only at Bethlehem and only with LVRB at Phoenix Rail.

Estimated total run times over NS routes for Option 1 - Roundtrip Manville to Bethlehem and Option 2 - Roundtrip Hagerstown to Bethlehem are provided in Section E above.

- Manville: CSXT's initial service plan will originate and terminate trains on the east end of the NS route at its terminal located in Kearny, NJ. In the event that plan does not work, CSXT has the ability to originate or terminate (or recrew) trains at Manville, NJ to reduce crew variability. Kearny is approximately 36 miles east of Manville.

- Hagerstown: CSXT will originate/terminate crews at Hagerstown, MD. Over-the-road crews operating trains on the NS Lurgan District, over which CSXT holds existing trackage rights, which feeds the Chambersburg Intermodal Facility, report to the nearby Hagerstown Yard in Maryland, located just 22 miles to the south. Road crews originating out of Hagerstown or other regional hubs, i.e., Cumberland, MD, or Baltimore, MD) are responsible for bringing the intermodal trains directly into the Chambersburg facility.

This operating plan is built around seven day-of-week service 365 days per year.

CSXT's trains would conform to NS's maximum train length and weight requirements. CSXT and NS agreed to this requirement for the HST project, and such requirements are standard provisions of trackage rights agreements. CSXT trains will look, act, and operate in a manner consistent with NS's trains.

H. Labor Impact

CSXT projects an average of ~3.3 starts per person for seven day-of-week service on two trains described in Option 1, one southwest from Kearny through Manville to Bethlehem and one northeast from Bethlehem back to Kearny. This would require four engineers and four conductors. CSXT would use its existing Oak Island (Newark, NJ) crew base and hire as needed to have the crew capacity for this service. The same requirement of four engineers and four conductors applies for the two trains described in Option 2, one northeast from Hagerstown to Bethlehem and one southwest back to Hagerstown. Likewise, CSXT would use their existing Hagerstown crew base and hire as needed to have the crew capacity for this service.

CSXT anticipates no additional personnel needed to staff the Lehigh, Reading, Harrisburg, and Lurgan Lines including employees in the train and engine crew, signals, and maintenance crafts given the low number of intermodal trains (two (2)) projected per day.

Other than train and engine crews hired as needed as described above, CSXT does not plan to hire additional employees to operate the line safely and effectively. Assuming they are qualified, existing employees working on the Lines will be given priority consideration in the seniority process.

I. Passenger Rail Service Impact

There are no active, regularly scheduled passenger or commuter rail operations running on the requested trackage between Harrisburg and Manville (via the Reading and Lehigh Lines).

This specific corridor, running from Harrisburg through Reading and Bethlehem into Northern New Jersey, is currently a strictly freight-only pipeline managed by NS's Keystone Division. Passenger traffic traveling between Harrisburg and the New York area is routed entirely via Amtrak's electrified Keystone Corridor further south through Philadelphia.

While the middle of the corridor is entirely freight, commuter operations bookend both ends of the line without touching the actual NS trackage:

- The East End (Manville / New Jersey): NJ Transit's Raritan Valley Line operates commuter service right up to the edge of this corridor. It runs active passenger trains

from New York Penn Station and Newark out to High Bridge, New Jersey, which lies west of Manville; west of Bound Brook, the Raritan Valley Line runs roughly parallel to, but separate from, the NS Lehigh Line.

- The West End (Harrisburg): Amtrak operates frequent daily Keystone Service and the Pennsylvanian. However, Keystone Service trains operate east of Harrisburg toward Lancaster and Philadelphia over Amtrak-owned rails, and the Pennsylvanian also operates west toward Pittsburgh; neither enters the NS Reading Line toward Allentown. The Lurgan District does not have any scheduled passenger service. It operates exclusively as a freight corridor for NS between Harrisburg, PA, and Hagerstown, MD.

In summary, the anticipated increase in traffic and trains resulting from the proposed trackage rights transaction is minimal and will not cause any disruption to Amtrak service, and CSXT stands ready to work with Amtrak to ensure that is the case.

J. Discontinuances or Abandonments

No line abandonments or gateway closings are planned as a consequence of this trackage rights transaction.

K. Requirements for Additional Locomotives, Cars, Other Equipment, and Lodging

CSXT will not need additional locomotives or cars. CSXT will provide locomotives, from its existing fleet, consistent with NS's requirements (HP/Ton) for operating over the route, including the ability to be interoperable with respect to PTC.

CSXT does not anticipate purchasing or leasing rail cars. Intermodal traffic will move in well or spine cars, with the preponderance of equipment owned by TTX.

From a cycle time perspective, line-of-road time will mirror the previously identified operating run times in Section E above. Additionally, it is reasonable to assume that cars will dwell on Phoenix Rail for 24 hours, reflecting a combination of processing time and interchange time.

Depending on the final service plan, CSXT would need an agreement with Phoenix Rail to stage or position locomotives for planned operations and in response to mechanical failures and the like.

Fueling, servicing and light repairs of the CSXT road locomotives will take place at Bethlehem (Phoenix Rail), Kearney, NJ, or other locations such as Cumberland MD. All three locations

can perform FRA daily inspections but are not certified to perform 92-day or annual inspections and maintenance.

With respect to equipment requirements, CSXT will comply with NS' operating requirements, provided those requirements are identical to the standards and requirements NS imposes on its own operations.

CSXT would consider hotel accommodations in Bethlehem to accommodate crew layover and rest periods. In Option 1, there is potential to make the turn back to Manville with one crew assuming Phoenix Rail has the outbound train ready, which is the plan. Hotel accommodations are more appropriate for crew layover in Bethlehem with Option 2.

Bethlehem would be the only interchange location for the proposed service. No changes to the physical interchange arrangements would be required, although CSXT would need to enter into a new interchange agreement with Phoenix Rail at Bethlehem, PA.

L. Capital Investment

No CSXT capital investment has been identified as necessary for an additional {{ }} intermodal trains per day. However, CSXT would fund necessary capital improvements (in its sole discretion) necessary to improve connectivity or efficiency in moving traffic to/from Phoenix Rail in Bethlehem. If capacity becomes constrained (as evidenced by modeling or by agreement), CSXT would be open to participating (in conjunction with a meaningful NS financial contribution) in necessary funding to support its operations.

M. Tracks and Line Infrastructure Upgrades

No track or line infrastructure upgrades have been identified as necessary for an additional two (2) intermodal trains per day.

Sidings

No additional sidings or siding extensions have been identified as necessary for an additional two (2) intermodal trains per day.

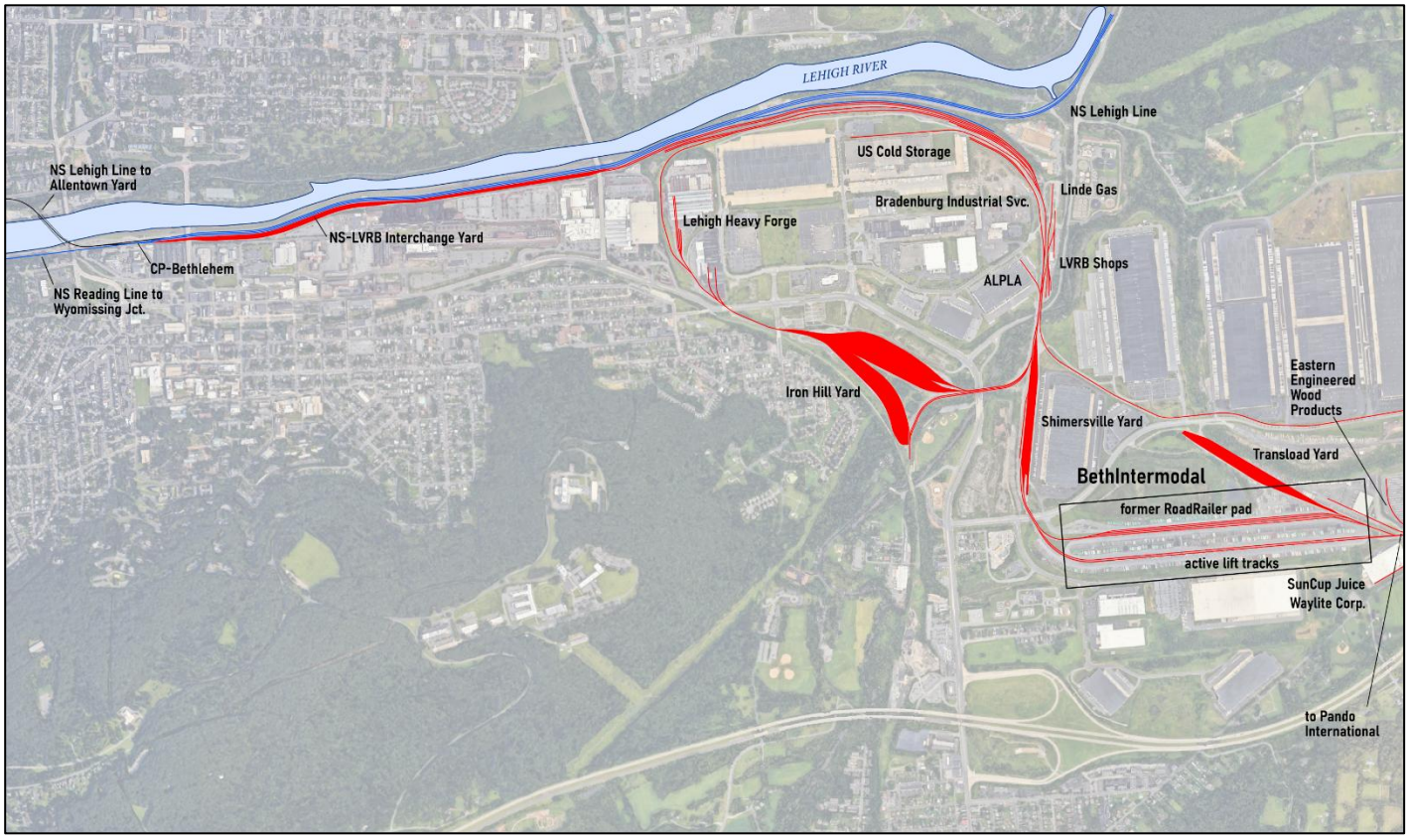
N. Phoenix Rail Terminal Capacity

Lehigh Valley Rail Management ("LVRM"), a Class III railroad owned by Phoenix Rail Holdco, LLC, owns and operates the Bethlehem Intermodal Terminal ("Phoenix Rail") in Bethlehem, PA. Phoenix Rail has indicated that, based on its current equipment, configuration, and operating practices, the Terminal has available capacity to accommodate more than twice its current intermodal volumes.

LVRM has further indicated that, subject to existing commitments, operating conditions, and any necessary operating arrangements with connecting carriers, it can accommodate trains in excess of 12,000 feet. If the Board grants the requested Eastern PA Rights, LVRM would have the ability, subject to those same limitations, to interchange with CSXT at River Yard, where it currently interchanges with NS, prepare CSXT outbound trains for departure, and handle both intermodal and non-intermodal (carload) traffic. LVRM would also be willing to coordinate with NS and CSXT to support efficient operations.

These capabilities support the operational feasibility of CSXT's proposed service at Phoenix Rail, including the ability to interchange both intermodal and carload traffic under the requested condition. Implementation would require appropriate operating arrangements with connecting carriers and mutually acceptable definitive agreements with LVRM.

Lehigh Valley Rail Management's Phoenix Rail Terminal



O. Bridges

No bridge upgrades or replacements have been identified or necessary for an additional two (2) intermodal trains per day.

P. Union Issues

There are no substantive collective bargaining or union issues with the proposed service.

Q. Conclusion

The requested Eastern PA Rights would enable CSXT to offer a competitive rail service to Phoenix Rail Terminal in Bethlehem, using the requested route between Lurgan and Manville to reach the terminal. The proposed operating plan provides for an average of two intermodal trains per day, operating seven days per week, with routing through either Manville or Hagerstown according to the traffic's western origin or destination. This service is designed to accommodate the projected 118,329 annual revenue containers within three years after the requested rights are granted, while preserving the ability to interchange both intermodal and non-intermodal traffic with LVRB at Phoenix Rail.

RLBA's capacity review supports the conclusion that the proposed service can be accommodated without adversely affecting existing NS operations, subject to coordinated scheduling, nondiscriminatory dispatching, and appropriate operating and interchange agreements. The analysis treats CSXT's projected traffic as incremental even though most of that traffic is expected to be diverted from existing NS service. No additional track, siding, or bridge improvements have been identified as necessary for the proposed two-train service. Implementation would require the parties to finalize train slots, terminal arrangements, and crew and equipment provisions described in this plan. On that basis, the requested rights would provide shippers with an additional rail alternative, strengthen competition in Eastern Pennsylvania, and support opportunities to convert truck traffic to rail. Accordingly, the operating analysis supports granting the requested Eastern PA Rights as a condition of approval of the proposed UP/NS merger.

Appendix A

RLBA Methodology for Assessment of CSXT Volume Density versus NS Line of Road Volume Capacity Summary for Eastern Pennsylvania Lines

Appendix A

RLBA Methodology for Assessment of CSXT Volume Density versus NS Line of Road Volume Capacity Summary for Eastern Pennsylvania Lines

In order to dimension the volume of traffic CSXT may run across the requested Eastern Pennsylvania trackage rights, RLBA, in conjunction with NERA and CSXT Sales & Marketing, Operations, and Service Design teams performed three sets of analyses.

First, RLBA worked with NERA to review and consolidate NS traffic tape data from 2023 that ran across the Eastern PA Rights, specifically between Hagerstown, Harrisburg, Bethlehem and Port Reading Junction. This was completed under the assumption that the majority of business CSXT could gain with the Eastern PA Rights would be NS conversion volumes. Origin and Destination points that were inaccessible to CSXT were removed as were any opportunities that were deemed nonviable to CSXT from a commercial standpoint (e.g. – too short of a haul). They were then classified by origin and destination pairs by commodity to glean the densest lane pairs by commodity. The results showed intermodal as the overwhelming largest opportunity set available, in lanes primarily moving between the Northeast and Great Lakes or Midwest regions.

Second, high level results were shared with CSXT Sales & Marketing who reviewed their proprietary datasets and models to assess the total opportunity defined by RLBA/NERA data, what might be possible to convert to CSXT volume given existing customer relationships and long-term contracts. In addition, CSXT identified opportunities to convert truck traffic to CSXT intermodal by using the Eastern PA Rights. RLBA requested that CSXT review its opportunity set to mirror that which was put forth by the applicants in terms of timeline. As such, CSXT provided a near-term opportunity set of conversion expectations between years 1 and 3 post STB decision. The short-term opportunity set was used for further analysis as UP/NS provided a 3-year timeline for their volume growth. RLBA validated that NS conversion volumes provided by CSXT were below the total opportunity set created by the RLBA/NERA data and accepted CSXT assumptions on conversion percentages as summarized below:

- NS Conversion Opportunity Set
  - Short Term (1-3 years): CSX provided a conversion percentage between {{ }} and {{ }} depending on the O/D pairings and institutional knowledge on existing contract lengths and other marketing variables.
- Truck Conversion Opportunity Set
  - Short Term (1-3 years): CSX provided a {{ }} conversion rate based on both expected conversions based on historical conversion rates and some overlap in the datasets used by CSX marketing.

The output of the above processes was a dataset of O/D pairs (Table 1) all of which would originate or terminate at the Phoenix Rail facility and are expected to come online within the first 3 years after rights are granted. Of those, approximately 92% would be NS conversion carloads all of which are operating on this line today. Eight percent (8%) would be new rail volume generated from truck conversions. While RLBA performed a capacity review as if CSXT volumes would be in addition to NS existing volumes, it is important to note that 92% of the volume would actually be the same volumes operated by a CSX rather than NS.

Appendix Table 1
CSXT Expected Near Term Volumes by O/D Pair (1/5)

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Appendix Table 1 (Continued)
CSXT Expected Near Term Volumes by O/D Pair (2/5)

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Appendix Table 1 (Continued)
CSXT Expected Near Term Volumes by O/D Pair (3/5)

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Appendix Table 1 (Continued)
CSXT Expected Near Term Volumes by O/D Pair (4/5)

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Appendix Table 1 (Continued)
CSXT Expected Near Term Volumes by O/D Pair (5/5)

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With volume estimates prepared, RLBA and CSXT worked collaboratively to develop an estimate train count. As shown in Table 1 of Section B in the Report and illustrated below, a container to train length conversion of 35 ft. was used. CSXT's goal for intermodal trains is 90% double stack compliance and a goal of operating one train in each direction on the trackage rights line to establish consistent service. CSXT further assumed that trains would be balanced. Given those parameters an estimated train length per day of 7,200 feet was derived.

Train Length Calculations

Alpha	Description	Value	Calculation
a	Eastbound Revenue Volume (Containers)	50,087	-
b	Westbound Revenue Volume (Containers)	68,242	-
c	Empty Return	18,155	a - b
d	90% Length (35 ft)	2,149,623	(b x .9) x 35
e	10% Length (70 ft)	477,694	(b x .1) x 70
f	Eastbound Annual Train Length	2,627,317	d + e
g	Westbound Annual Train Length	2,627,317	d + e
h	Annual One Way Train Count	365	7 DOW Service
i	Eastbound/Westbound Train Length	7,198	f / h

Capacity Review – Trains per Day

To review the impact of CSXT's expected volumes along the Eastern PA Rights, RLBA utilized the existing capacity assessments provided by the applicant. Initial capacity outputs were provided in the "NS Line-Of-Road Volume-Capacity Summary .xlsx" spreadsheet.[5] A summarization specific to the Eastern PA Rights Lines is shown below in Table 2.

[5] Gehringer/Orr WP "NS Line-Of-Road Volume-Capacity Summary .xlsx"

Table 2

NS Line-Of-Road Volume-Capacity Summary – NS Only

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With the addition of CSXT's anticipated two (2) trains, Table 3 summarizes the changes to T2 and T3 High Threshold Capacity usage remain below 100% which is defined by the applicants as indicating, "…the segment is fluid and infrastructure is not needed."[6]

Table 3

NS Line-Of-Road Volume-Capacity Summary – NS + CSXT

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As stated above, this analysis does not take into account the fact that 92% of the volumes anticipated to be run across the Eastern PA Rights are NS conversion carloads. If that was

[6] Gehringer/Orr WP "NS Line-Of-Road Volume-Capacity Summary .xlsx" NS Data Dictionary Tab, Cell D19

taken into account, the impact to capacity utilization of CSXT's additional trains would be even less than shown here.

Appendix B

James C. (Charlie) Cunningham Curriculum Vitae

REDACTED VERSION –
CSXT 49, FD 36873 (Sub No. 52) TO BE PLACED ON PUBLIC RECORD



Charlie Cunningham

Senior Director

Mr. Cunningham is a versatile, analytical Logistics and Transportation Director with a strong background in operations and financial analysis. He has administered multimillion dollar budgets and is an effective negotiator with a record of success obtaining best pricing and generating cost savings. He has supervised employees and contractors, known as an influential leader who creates a vision and provides the necessary tools, guidance, and accountability to compare progress to goal and address challenges. Mr. Cunningham collaborates effectively with cross-functional teams to plan and execute key projects and is accustomed to interfacing with Ports and government agencies.

Education
Bachelor of Science in Economics, Texas A&M University, College Station, TX (Minor in Business), 2005

Transportation Experience
19 Years

Expertise
Transportation Service Planning
Cost Reductions
Negotiation
Safety
On-time Delivery
Hazardous Materials
Performance Improvement

Relevant Project Experience

- ***CSXT and NS*** Performed data collection and analysis is support of two Joint Verified Statements by RLBA employees in connection with the Gulf Coast Passenger Rail initiative concerning the potential impacts in terms of degrading freight rail operations resulting from the potential introduction of twice daily, round-trip Amtrak service between New Orleans and Mobile and the capital improvements necessary to offset those impacts currently, as well as in 2039, assuming growth in freight traffic.

- ***State of Vermont*** Provided expert witness testimony supporting the State of Vermont's dissent to the STB filing (FD 36472) regarding CSXT's acquisition of Pan Am System. Analysis involved interviews with Vermont Rail System to understand the issues that may arise if the acquisition took place, operationally and commercially and review of applicable existing agreements and STB filings, using the STB filings to form a rebuttal opinion on the negative effects the acquisition would have on the Vermont Railway System and the State of Vermont.

- ***South Carolina Department of Transportation (on-going)*** Providing expert witness support in a legal case involving imminent domain and the remedial actions and damages available to the South Carolina DOT after entering into agreements with a Class I Railroad that involved a roadway under construction encroaching on the railroad right-of-way.

- ***GATX*** Performed research on wayside detector regulations in support of a larger consulting team effort regarding the February 2023 Norfolk Southern derailment in East Palestine, Ohio. Reported on wayside detector temperature studies, current FRA and NTSB procedures, as well as proposed safety recommendations. Analyzed historical data involving similar derailments.

- ***Snohomish County*** Project manager on a 12-mile inspection of track, formerly known as the BNSF Woodinville Subdivision, in preparation of an Adverse Abandonment Application. Used the data obtained from a physical inspection, and subsequent Cost-to-Cure Report, to evaluate the viability of the rail to sustain future operations, given current and projected capital maintenance costs.

- ***Port of Lake Charles, LA*** Led internal discussions and participated in negotiations with Union Pacific and Kansas City Southern to implement service in Lake Charles, LA that BNSF believe it had the right to serve under a UP/SP settlement agreement to those customers whose service options dropped from 2 to 1 (had service from UP and SP pre-merger, only UP post-merger). As BNSF's Joint Facilities Manager along the Gulf Coast, participated in binding mediation before the STB to outline BNSF's position and provided a service plan in the event the STB sided with BNSF. The mediation resulted in confirming BNSF's access.

- ***Port of Lake Charles, LA*** Leading RLBA's assistance to the Port of Lake Charles (the Port) in understanding what rights each of the three Class I Railroads that serves the Port enjoys including

trackage rights, customer access, alternative operating scenarios and contractual issues between the Port and the railroads.

- ***Confidential Class I Client*** Provided expert witness support and testimony related to a matter between a Class I Railroad and a Port that was adjudicated under the arbitration provisions in the agreement between the parties. A review of relevant documentation and an opinion on industry practices regarding standards related to railroad operations were provided in the form of a Reply Expert Report demonstrating that the Class I's operations adhered to industry standards and practices and defended the written report in a deposition and testimony in front of the arbitration panel.

- ***Confidential Class I Client (On-going)*** Provided expert witness support in the form of a report submitted to a national arbitration panel on behalf of a Class I Railroad that was seeking changes in the operating practices of a second Class I railroad because of the discriminatory results the latter's practices had on the former's commercial business. The report included a history of rail operations and regulatory influences, an analysis of rail operations before and after new practices were established and impacts of the practices on the represented Class I's business.

- ***Energy Transfer Partners*** Led an RLBA team in providing expert opinion on the North American Rail system's ability to handle a quick, significant spike in crude by rail (CBR) volumes should the Dakota Access Pipeline be shut down due to environmental considerations. Analyses included a review of available rolling stock capable of handling crude oil, current congestion on rail infrastructure and the likely outcome of the pipelines volumes being displaced would have on the rail system and the markets they serve that might be disadvantaged should congestion increase.

- ***Nicor Litigation Case*** Served as subject matter expert in a derailment case between Canadian National Railway (CN) and Nicor, a pipeline company doing work under the track where the derailment occurred. Primary efforts revolved around review and assessment of damages CN billed Nicor and those that would normally be applicable in the rail industry.

- ***City of Oakland, CA*** Assisted with analysis and expert opinions related to settlement negotiations in State litigation and the various land use and rail operating contracts. Specifically, RLBA was tasked with the review of existing and proposed documents and cover certain subjects including, but not limited to, operating rights, allocation of infrastructure maintenance costs, commercial agreements, rail-related public safety issues, and other matters as requested by the City.

- ***Confidential Client*** Served as the damages expert in a case between a short line railroad and a Class I Railroad over operating and service agreements between the parties that required the Class I to perform services on behalf of the short line. Tasks include valuing the additional incurred expenses the short line expended and explaining them in a formal written report. The report has been defended in two depositions and with testimony in front of a three person arbitration panel. A binding operational and financial decision was granted to the Short Line testified for.

- ***Coeymans Marine Towing, LLC*** Served as damages expert in a case before the Federal District Court in Norfolk, VA regarding a loaded barge that struck a railroad bridge in the Southern Branch of the Elizabeth River between Norfolk and Portsmouth, VA. A formal report and court testimony were provided to discuss damages caused and the extent to which depreciation should be applied as an offset to the repair costs incurred.

Mr. Cunningham joined RLBA in 2020 after over a decade with a Class 1 railroad and the third largest Port in the United States. During his time with BNSF Railway, Mr. Cunningham held various roles in Operations with responsibility for both bulk freight and intermodal in the Northern California region. Mr. Cunningham also managed Contracts and Joint Facilities for the Southern and Eastern regions of the BNSF system, negotiating agreements with other Class 1 railroads, Ports and Government entities. After his time at BNSF, Mr. Cunningham moved to the Port Authority of New York and New Jersey where he was in charge of business development for discretionary rail cargo.

VERIFICATION

I declare under penalty of perjury that the foregoing information is true and correct to the best of my knowledge, belief, and information. Further, I certify that I am qualified and authorized to file this statement.

Executed this 17th day of November, 2026.

James Cunningham

_____

James C. (Charlie) Cunningham

EXHIBIT 14[1]

[1] As previously reported to the Board, CSXT experienced an IT disruption on October 27, 2026, which affected the data sources underpinning the Exhibit 14 Density Chart. CSXT has provided the density information it has been able to compile to date in light of that disruption and will work to promptly supplement that information if the Board determines supplementation is necessary to review this Responsive Application.

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
A 121	ROCMOUNT, NC	S 229	ABERDEEN, NC	SE	SOUTH END	120.4643907	8.17	0
CA 83	RICFULTON, VA	S 229	ABERDEEN, NC	SE	SOUTH END	121.5589421	7.11	0
CA 83	RICFULTON, VA	S 229	ABERDEEN, NC	ND	NORTH END	93.07640959	4.88	0.86
CA 357	HINTON, WV	S 229	ABERDEEN, NC	SE	SOUTH END	121.5589421	1.33	0
CA 357	HINTON, WV	S 229	ABERDEEN, NC	FN	FOREIGN NETWORK	94.52375378	1.4	1.02
CA 357	HINTON, WV	S 229	ABERDEEN, NC	ND	NORTH END	93.07640959	1.03	0.34
AZA886	EASTTAMPA, FL	SVC851	AGROCK, FL	B7	BREWSTER	3.44774271	0.77	2.64
SVC838	NEWWALES, FL	SVC851	AGROCK, FL	B7	BREWSTER	0.45452324	0.24	6.31
S 249	HAMLET, NC	SH 365	ANDREWS, SC	AN	ANDREWS	72.63677558	3.83	2.01
CD 1	COLUMBUS, OH	QI 190	ANSONIA, OH	IP	INDIANAPOLIS LINE	50.28851857	26.66	0.53
CD 1	COLUMBUS, OH	QI 190	ANSONIA, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	21.61	3.84
S 841	TAMPA, FL	SY 871	ARMSTON, FL	ZZ	CLEARWATER	17.33281815	1.11	0.67
000190	NASHVILLE, TN	SG 506	ATHENS, GA	WA	W AND A	61.87828624	2.55	2.2
00H323	EVANSVILL, IN	SG 506	ATHENS, GA	WA	W AND A	61.87828624	3.28	2.82
00J146	WAUHATCHI, TN	SG 506	ATHENS, GA	WA	W AND A	61.87735555	1.31	1.12
0ZA178	TERHAUTE, IN	0ZA167	ATHERTON, IN	CP	CE AND D	9.00803332	0.9	0.31
000190	NASHVILLE, TN	00H277	ATKINSON, KY	HE	HENDERSON	0.0169315	0	4.37
00C172	CORBIN, KY	00H277	ATKINSON, KY	LH	LH AND STL	135.8986709	4.95	0
00C172	CORBIN, KY	00H277	ATKINSON, KY	CC	CC	88.90922282	2.15	0.04
00H235	CASKYYARD, KY	00H277	ATKINSON, KY	HE	HENDERSON	0.0169315	0.01	38.18
00H313	HENDERSON, KY	00H277	ATKINSON, KY	HE	HENDERSON	1.29613884	0.57	15.29
00H323	EVANSVILL, IN	00H277	ATKINSON, KY	HE	HENDERSON	1.29613884	1.43	48.25
00J146	WAUHATCHI, TN	00H277	ATKINSON, KY	HE	HENDERSON	0.0169315	0	13.11
000190	NASHVILLE, TN	ANB865	ATLANTA, GA	WA	W AND A	61.87828624	9.95	8.56
000489	MONTGOMER, AL	ANB865	ATLANTA, GA	AW	AWP W OF A	88.6454077	2.84	2.05
000J20	SMYRNA, TN	ANB865	ATLANTA, GA	WA	W AND A	61.87828624	0.76	0.65
000ZA3	BEDPARK, IL	ANB865	ATLANTA, GA	CP	CE AND D	143.389743	2.11	0.05
000ZA3	BEDPARK, IL	ANB865	ATLANTA, GA	WA	W AND A	61.87828624	0.72	0.62
00C172	CORBIN, KY	ANB865	ATLANTA, GA	KD	KD	44.58196956	8.81	23.03
00C172	CORBIN, KY	ANB865	ATLANTA, GA	ET	ETOWAH	8.88104806	0.97	8.85
00C334	ETOWAH, TN	ANB865	ATLANTA, GA	ET	ETOWAH	8.88104806	18.08	161.77
00H323	EVANSVILL, IN	ANB865	ATLANTA, GA	WA	W AND A	61.87828624	40.87	35.17
00H323	EVANSVILL, IN	ANB865	ATLANTA, GA	NA	NASHVILLE TERMINAL	8.62342356	0.79	0.69
00J146	WAUHATCHI, TN	ANB865	ATLANTA, GA	WA	W AND A	61.87735555	157.01	135.11
00J240	CARTERSVI, GA	ANB865	ATLANTA, GA	WA	W AND A	0.22749491	0.07	6.8
0KC110	CINCINNAT, OH	ANB865	ATLANTA, GA	CC	CC	88.14157611	2.76	2.78
0KC110	CINCINNAT, OH	ANB865	ATLANTA, GA	KD	KD	45.9695172	1.33	3.36
0KC110	CINCINNAT, OH	ANB865	ATLANTA, GA	ET	ETOWAH	8.88104806	0.14	1.28
AK 459	AUGUSTA, GA	ANB865	ATLANTA, GA	GA	GEORGIA	8.89888264	0.18	2.71
AN 587	WAYCROSS, GA	ANB865	ATLANTA, GA	AA	ATLANTA TERMINAL	24.17664047	6.44	3.92
ANB788	MANCHESTE, GA	ANB865	ATLANTA, GA	AA	ATLANTA TERMINAL	24.17664047	1.66	1.01
S 249	HAMLET, NC	ANB865	ATLANTA, GA	MN	MONROE	132.9722724	13.73	4.46
S 362	CAYCE, SC	ANB865	ATLANTA, GA	MN	MONROE	44.75253899	4.55	0.22
SF 306	MONROE, NC	ANB865	ATLANTA, GA	MN	MONROE	132.9722724	1.06	0.02
XXB023	FAIRBURN, GA	ANB865	ATLANTA, GA	AA	ATLANTA TERMINAL	6.17116134	1.23	2.94
A 496	EASSAVANN, GA	YYG171	ATLHULSEY, GA	GA	GEORGIA	8.89888264	0.98	14.98
A 496	EASSAVANN, GA	YYG171	ATLHULSEY, GA	AU	AUGUSTA	2.7143336	0.13	2.74
XXB023	FAIRBURN, GA	YYG171	ATLHULSEY, GA	AA	ATLANTA TERMINAL	6.17116134	0.78	1.6
AY 856	WINSTON, FL	SX 820	AUBURNDAL, FL	CO	CARTERS	11.10905796	6.79	0.08
00C334	ETOWAH, TN	AK 459	AUGUSTA, GA	GA	GEORGIA	8.89888264	0.07	1.01
A 496	EASSAVANN, GA	AK 459	AUGUSTA, GA	B0	SAVANNAH	5.33633509	1.25	0.05
XXB023	FAIRBURN, GA	AK 459	AUGUSTA, GA	GA	GEORGIA	8.89888264	0.07	1.13
YYG047	CAMAK, GA	AK 459	AUGUSTA, GA	GA	GEORGIA	8.93378788	32.42	126.32
YYG047	CAMAK, GA	AK 459	AUGUSTA, GA	AU	AUGUSTA	2.7143336	0.92	0.48
YYG171	ATLHULSEY, GA	AK 459	AUGUSTA, GA	GA	GEORGIA	8.89888264	0.25	3.8
000006	LOUISVILL, KY	QS 9	AVON, IN	L2	LIRC	55.5352645	128.86	120.23
00H323	EVANSVILL, IN	QS 9	AVON, IN	CP	CE AND D	93.26640804	182.81	1.36
00H323	EVANSVILL, IN	QS 9	AVON, IN	ST	ST LOUIS LINE	44.60336313	42.93	0.85
00Q120	LAFAYETTE, IN	QS 9	AVON, IN	IT	INDIANAPOLIS TERMINAL	2.80105629	1.4	1.63
0KC110	CINCINNAT, OH	QS 9	AVON, IN	HL	INDIANAPOLIS	75.28507426	221.03	66.19
0ZA259	PRINCETON, IN	QS 9	AVON, IN	CP	CE AND D	79.88210502	103.37	0.9
0ZA259	PRINCETON, IN	QS 9	AVON, IN	ST	ST LOUIS LINE	44.60336313	33.04	0.66
BC 268	SALEM, IL	QS 9	AVON, IN	ST	ST LOUIS LINE	131.1126189	166.36	6.53
BD 67	CONNERSVI, IN	QS 9	AVON, IN	HL	INDIANAPOLIS	33.62062448	10.27	6.89
BD 99	MORRISTOW, IN	QS 9	AVON, IN	HL	INDIANAPOLIS	1.99923068	0.82	9.22
BG 58	NEWCASTLE, PA	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	4.23	0.03
BG 58	NEWCASTLE, PA	QS 9	AVON, IN	MY	MOUNT VICTORY	58.5690852	1.19	0.52
BG 58	NEWCASTLE, PA	QS 9	AVON, IN	AK	NEW CASTLE	55.32965138	1.81	2.61
BG 80	OHIJUNCTI, OH	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	2.39	0.02

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FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
BG 80	OHIJUNCTI, OH	QS 9	AVON, IN	AK	NEW CASTLE	53.65407144	0.82	0.91
BJA155	PARMA, OH	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	9.32	0.07
BJA155	PARMA, OH	QS 9	AVON, IN	MY	MOUNT VICTORY	58.5690852	2.62	1.15
CD 1	COLUMBUS, OH	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	122.88	0.93
CD 1	COLUMBUS, OH	QS 9	AVON, IN	SB	SCOTTSLAWN SECONDARY	42.31501157	14.68	2.61
CDA118	WALBRIDGE, OH	QS 9	AVON, IN	TO	TOLEDO	0.00467058	0	20.54
QC 285	SYRACUSE, NY	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	44.68	0.34
QC 285	SYRACUSE, NY	QS 9	AVON, IN	MY	MOUNT VICTORY	58.5690852	12.54	5.49
QC 285	SYRACUSE, NY	QS 9	AVON, IN	B1	BUFFALO TERMINAL	54.90044159	9.81	2.74
QC 285	SYRACUSE, NY	QS 9	AVON, IN	WE	WEST SHORE	6.8998582	0.37	0.78
QC 434	BUFFALO, NY	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	1.05	0.01
QD 173	CLECOLLIN, OH	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	149.73	1.13
QD 173	CLECOLLIN, OH	QS 9	AVON, IN	MY	MOUNT VICTORY	58.5690852	42.2	18.47
QF 188	CRESTLINE, OH	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	277.81	2.09
QF 188	CRESTLINE, OH	QS 9	AVON, IN	MY	MOUNT VICTORY	58.77420379	58.98	4.57
QI 80	GALION, OH	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	6.84	0.05
QI 80	GALION, OH	QS 9	AVON, IN	MY	MOUNT VICTORY	60.2511995	1.42	0
QI 101	MARYARD, OH	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	1.14	0.01
QI 125	RIDGEWAY, OH	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	13.62	0.1
QQM 2	DETTRAILV, MI	QS 9	AVON, IN	TT	TOLEDO TERMINAL	7.16961802	1.08	5.49
QQM 2	DETTRAILV, MI	QS 9	AVON, IN	TO	TOLEDO	0.00467058	0	31.38
QT 72	KENTON, OH	QS 9	AVON, IN	IP	INDIANAPOLIS LINE	131.8185931	3.65	0.03
PLD 18	RIGBY, ME	QBZ 28	AYER, MA	PX	PORTLAND	74.6004568	171.86	2.09
PLD 18	RIGBY, ME	QBZ 28	AYER, MA	FN	FOREIGN NETWORK	3.93824033	2.02	8.46
AN 783	DOTHAN, AL	AN 729	BAINBRIDG, GA	DO	DOTHAN	1.39791857	0.45	17.76
A 293	FLORENCE, SC	BAK 88	BALBAYVIE, MD	SE	SOUTH END	148.3311618	88.11	13.08
A 293	FLORENCE, SC	BAK 88	BALBAYVIE, MD	ND	NORTH END	93.07640959	39.86	13.01
A 293	FLORENCE, SC	BAK 88	BALBAYVIE, MD	WS	CAPITAL	1.41560069	0.16	3.46
BA 76	BRUNSWICK, MD	BAK 88	BALBAYVIE, MD	OM	OLD MAIN LINE	8.00482901	0.14	0.87
BA 178	CUMBERLAN, MD	BAK 88	BALBAYVIE, MD	CU	CUMBERLAND	46.73325904	79.62	71.06
BA 178	CUMBERLAN, MD	BAK 88	BALBAYVIE, MD	OM	OLD MAIN LINE	8.00482901	8.94	55.67
BA 178	CUMBERLAN, MD	BAK 88	BALBAYVIE, MD	ME	METROPOLITAN	0.09842323	0.02	1.96
BA 280	GRAFTON, WV	BAK 88	BALBAYVIE, MD	MT	MOUNTAIN	94.93842891	18.37	0.92
BA 280	GRAFTON, WV	BAK 88	BALBAYVIE, MD	CU	CUMBERLAND	46.73325904	8.02	7.16
BA 280	GRAFTON, WV	BAK 88	BALBAYVIE, MD	OM	OLD MAIN LINE	8.00482901	0.9	5.61
BAO 8	BALCURBAY, MD	BAK 88	BALBAYVIE, MD	BZ	BALTIMORE TERMINAL	9.79665481	11.43	3.12
BF 270	CONNELLSV, PA	BAK 88	BALBAYVIE, MD	CU	CUMBERLAND	46.73325904	0.7	0.62
BF 270	CONNELLSV, PA	BAK 88	BALBAYVIE, MD	MH	KEYSTONE	0.65831611	0.01	1.34
BG 58	NEWCASTLE, PA	BAK 88	BALBAYVIE, MD	PI	PITTSBURGH	2.50483517	0.03	1.29
BG 204	WILLARD, OH	BAK 88	BALBAYVIE, MD	AK	NEW CASTLE	53.65407144	0.88	1.37
BG 204	WILLARD, OH	BAK 88	BALBAYVIE, MD	PI	PITTSBURGH	2.50483517	0.03	1.25
PLM 51	NEWELL, PA	BAK 88	BALBAYVIE, MD	CU	CUMBERLAND	46.73325904	0.64	0.57
PLM 51	NEWELL, PA	BAK 88	BALBAYVIE, MD	MH	KEYSTONE	0.65831611	0.01	1.23
QR 1	NBERGEN, NJ	BAK 88	BALBAYVIE, MD	PA	PHILADELPHIA	87.84106607	68.9	5.2
QR 1	NBERGEN, NJ	BAK 88	BALBAYVIE, MD	TN	TRENTON	19.8536663	8.54	13.68
BA 76	BRUNSWICK, MD	BAO 8	BALCURBAY, MD	OM	OLD MAIN LINE	8.00482901	1.88	11.68
BA 178	CUMBERLAN, MD	BAO 8	BALCURBAY, MD	CU	CUMBERLAND	46.73325904	42.08	37.56
BA 178	CUMBERLAN, MD	BAO 8	BALCURBAY, MD	OM	OLD MAIN LINE	8.00482901	4.73	29.42
BA 178	CUMBERLAN, MD	BAO 8	BALCURBAY, MD	ME	METROPOLITAN	0.09842323	0.01	1.03
BA 202	KEYSER, WV	BAO 8	BALCURBAY, MD	CU	CUMBERLAND	46.73325904	102.11	91.14
BA 202	KEYSER, WV	BAO 8	BALCURBAY, MD	OM	OLD MAIN LINE	8.00482901	11.47	71.4
BA 202	KEYSER, WV	BAO 8	BALCURBAY, MD	C3	CUMBERLAND TERMINAL	0.81094182	0.13	0.88
BA 202	KEYSER, WV	BAO 8	BALCURBAY, MD	ME	METROPOLITAN	0.09842323	0.02	2.51
BA 280	GRAFTON, WV	BAO 8	BALCURBAY, MD	MT	MOUNTAIN	94.93842891	208.36	10.41
BA 280	GRAFTON, WV	BAO 8	BALCURBAY, MD	CU	CUMBERLAND	46.73325904	91.02	81.23
BA 280	GRAFTON, WV	BAO 8	BALCURBAY, MD	OM	OLD MAIN LINE	8.00482901	10.22	63.64
BA 280	GRAFTON, WV	BAO 8	BALCURBAY, MD	ME	METROPOLITAN	0.09842323	0.02	2.24
BAA 16	JESSUP, MD	BAO 8	BALCURBAY, MD	WS	CAPITAL	0.38487028	0.05	0.97
BAK 25	WILMINGTO, DE	BAO 8	BALCURBAY, MD	PA	PHILADELPHIA	60.6745921	151.88	1.21
BAK 25	WILMINGTO, DE	BAO 8	BALCURBAY, MD	BZ	BALTIMORE TERMINAL	9.79665481	5.53	1.51
BAK 88	BALBAYVIE, MD	BAO 8	BALCURBAY, MD	BZ	BALTIMORE TERMINAL	9.79665481	6.32	1.72
BAM 3	BALLOCPOI, MD	BAO 8	BALCURBAY, MD	BZ	BALTIMORE TERMINAL	5.03245725	1.42	0.75
BF 270	CONNELLSV, PA	BAO 8	BALCURBAY, MD	CU	CUMBERLAND	46.73325904	1.22	1.09
BF 270	CONNELLSV, PA	BAO 8	BALCURBAY, MD	MH	KEYSTONE	0.65831611	0.02	2.35
BG 58	NEWCASTLE, PA	BAO 8	BALCURBAY, MD	CU	CUMBERLAND	46.73325904	4.22	3.77
BG 58	NEWCASTLE, PA	BAO 8	BALCURBAY, MD	OM	OLD MAIN LINE	8.00482901	0.47	2.95
BG 58	NEWCASTLE, PA	BAO 8	BALCURBAY, MD	PI	PITTSBURGH	2.50483517	0.26	10.82
BG 58	NEWCASTLE, PA	BAO 8	BALCURBAY, MD	MH	KEYSTONE	0.65831611	0.06	8.14
BG 204	WILLARD, OH	BAO 8	BALCURBAY, MD	AK	NEW CASTLE	53.65407144	1.51	2.36

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FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
BG 204	WILLARD, OH	BAO 8	BALCURBAY, MD	CU	CUMBERLAND	46.73325904	0.84	0.75
BG 204	WILLARD, OH	BAO 8	BALCURBAY, MD	PI	PITTSBURGH	2.50483517	0.05	2.15
BG 204	WILLARD, OH	BAO 8	BALCURBAY, MD	MH	KEYSTONE	0.65831611	0.01	1.62
CLS 63	PEACREEK, WV	BAO 8	BALCURBAY, MD	FN	FOREIGN NETWORK	153.4277737	4.13	1.85
CLS 63	PEACREEK, WV	BAO 8	BALCURBAY, MD	RR	RF AND P	1.31012361	0.01	1.01
QG 15	SELKIRK, NY	BAO 8	BALCURBAY, MD	PA	PHILADELPHIA	87.92617857	27.44	2.22
QG 15	SELKIRK, NY	BAO 8	BALCURBAY, MD	TN	TRENTON	19.8536663	3.4	5.44
000389	BIRMINGHA, AL	S 653	BALDWIN, FL	LN	LINEVILLE	142.9280768	83.97	16.33
000389	BIRMINGHA, AL	S 653	BALDWIN, FL	BU	BOYLES TERMINAL	15.50584595	1.01	0.22
00H323	EVANSVILL, IN	S 653	BALDWIN, FL	WA	W AND A	61.87828624	2.93	2.53
00H323	EVANSVILL, IN	S 653	BALDWIN, FL	AA	ATLANTA TERMINAL	24.17664047	0.56	0.73
A 640	JACKSONVI, FL	S 653	BALDWIN, FL	JT	JACKSONVILLE TERMINAL	19.16865856	5.78	0.01
A 765	SANFORD, FL	S 653	BALDWIN, FL	SF	SANFORD	101.4559531	15.7	0.02
A 798	TAFT, FL	S 653	BALDWIN, FL	SF	SANFORD	101.4559531	86.49	0.12
A 798	TAFT, FL	S 653	BALDWIN, FL	FN	FOREIGN NETWORK	28.86577044	10.68	5.59
A 798	TAFT, FL	S 653	BALDWIN, FL	JT	JACKSONVILLE TERMINAL	21.98318014	4.12	0.05
AN 587	WAYCROSS, GA	S 653	BALDWIN, FL	JS	JESUP	32.9782881	186.56	2.12
ASG716	HAILE, FL	S 653	BALDWIN, FL	XB	BROOKER	26.22991655	2.23	0.81
ASG716	HAILE, FL	S 653	BALDWIN, FL	BL	WILDWOOD	22.0593846	1.3	0.16
BAO 8	BALCURBAY, MD	BAM 3	BALLOCPOI, MD	BZ	BALTIMORE TERMINAL	5.03245725	1.68	0.89
QM 161	MASSENA, NY	QM 226	BEAUHARNO, PQ	M2	MONTREAL	29.15088757	6.04	2.59
000190	NASHVILLE, TN	000ZA3	BEDPARK, IL	CP	CE AND D	143.389743	4.04	0.09
000389	BIRMINGHA, AL	000ZA3	BEDPARK, IL	CP	CE AND D	143.389743	63.27	1.38
000389	BIRMINGHA, AL	000ZA3	BEDPARK, IL	WQ	WOODLAND	22.12426109	3.11	3.46
000389	BIRMINGHA, AL	000ZA3	BEDPARK, IL	NA	NASHVILLE TERMINAL	4.38897478	0.26	0.87
00H323	EVANSVILL, IN	000ZA3	BEDPARK, IL	CP	CE AND D	143.389743	65.45	1.43
00H323	EVANSVILL, IN	000ZA3	BEDPARK, IL	WQ	WOODLAND	22.12426109	3.22	3.58
ASK638	JACKSTOFC, FL	000ZA3	BEDPARK, IL	CP	CE AND D	143.389743	25.88	0.56
ASK638	JACKSTOFC, FL	000ZA3	BEDPARK, IL	WA	W AND A	61.87828624	8.82	7.59
ASK638	JACKSTOFC, FL	000ZA3	BEDPARK, IL	AA	ATLANTA TERMINAL	24.17664047	1.67	2.2
ASK638	JACKSTOFC, FL	000ZA3	BEDPARK, IL	WQ	WOODLAND	22.12426109	1.27	1.41
BG 204	WILLARD, OH	000ZA3	BEDPARK, IL	CQ	GARRETT	107.3413461	24.62	14.95
BI 51	NORWESOHI, OH	000ZA3	BEDPARK, IL	CQ	GARRETT	107.3413461	556.42	337.83
BI 51	NORWESOHI, OH	000ZA3	BEDPARK, IL	M5	BARR	2.22446453	0.88	4.3
BI 51	NORWESOHI, OH	000ZA3	BEDPARK, IL	FN	FOREIGN NETWORK	0.18735706	0.08	6.77
QC 285	SYRACUSE, NY	000ZA3	BEDPARK, IL	CQ	GARRETT	107.3413461	108.56	65.91
QC 285	SYRACUSE, NY	000ZA3	BEDPARK, IL	B1	BUFFALO TERMINAL	54.90044159	22.52	6.28
QC 285	SYRACUSE, NY	000ZA3	BEDPARK, IL	GH	GREENWICH	40.11453531	9.4	0
QC 285	SYRACUSE, NY	000ZA3	BEDPARK, IL	FN	FOREIGN NETWORK	13.48728652	2.23	2.48
QC 285	SYRACUSE, NY	000ZA3	BEDPARK, IL	WE	WEST SHORE	6.8998582	0.86	1.79
QC 285	SYRACUSE, NY	000ZA3	BEDPARK, IL	S0	SYRACUSE TERMINAL	6.32165935	0.49	0.53
QC 285	SYRACUSE, NY	000ZA3	BEDPARK, IL	M5	BARR	2.22446453	0.17	0.84
QC 434	BUFFALO, NY	000ZA3	BEDPARK, IL	CQ	GARRETT	107.3413461	4.3	2.61
QG 15	SELKIRK, NY	000ZA3	BEDPARK, IL	CQ	GARRETT	107.3413461	32.68	19.84
QG 15	SELKIRK, NY	000ZA3	BEDPARK, IL	B1	BUFFALO TERMINAL	54.90044159	6.78	1.89
QG 15	SELKIRK, NY	000ZA3	BEDPARK, IL	GH	GREENWICH	40.11453531	2.83	0
QG 15	SELKIRK, NY	000ZA3	BEDPARK, IL	S0	SYRACUSE TERMINAL	26.66597642	1.58	0.41
QG 15	SELKIRK, NY	000ZA3	BEDPARK, IL	FN	FOREIGN NETWORK	13.48728652	0.67	0.75
QG 15	SELKIRK, NY	000ZA3	BEDPARK, IL	SK	SELKIRK	2.07265737	0.1	1.24
QR 1	NBERGEN, NJ	000ZA3	BEDPARK, IL	CQ	GARRETT	107.3413461	2.06	1.25
QC 285	SYRACUSE, NY	QC 296	BELLEISLE, NY	S0	SYRACUSE TERMINAL	5.50840704	6.1	7.62
BA 76	BRUNSWICK, MD	QL 134	BENNING, DC	WS	CAPITAL	3.88491712	0.45	0.76
BN 38	BROJUNCTI, WV	BN 5	BENWOOD, WV	OR	OHIO RIVER	0.51365289	0.08	5.09
S 841	TAMPA, FL	AZA890	BIGBEND, FL	TP	TAMPA TERMINAL	3.06970301	0.52	0.5
CA 505	HUNTINGTO, WV	CA 471	BILCREEK, WV	KW	KANAWHA	24.99213493	2.9	0.94
CA 511	CERRIVER, WV	CA 471	BILCREEK, WV	KW	KANAWHA	31.83619483	1.17	0.3
CA 524	RUSSELL, KY	CA 471	BILCREEK, WV	KW	KANAWHA	31.83619483	35.78	24.34
000006	LOUISVILL, KY	000389	BIRMINGHA, AL	ML	MAIN LINE	66.07090286	36.76	55.76
000006	LOUISVILL, KY	000389	BIRMINGHA, AL	NA	NASHVILLE TERMINAL	6.4086719	0.46	1.06
000426	CALERA, AL	000389	BIRMINGHA, AL	BU	BOYLES TERMINAL	15.50584595	1.22	0.27
000489	MONTGOMER, AL	000389	BIRMINGHA, AL	BU	BOYLES TERMINAL	15.50584595	23.3	5.19
000ZA3	BEDPARK, IL	000389	BIRMINGHA, AL	CP	CE AND D	143.389743	79.63	1.74
000ZA3	BEDPARK, IL	000389	BIRMINGHA, AL	WQ	WOODLAND	22.12426109	3.92	4.35
000ZA3	BEDPARK, IL	000389	BIRMINGHA, AL	NA	NASHVILLE TERMINAL	4.38897478	0.32	1.1
00C172	CORBIN, KY	000389	BIRMINGHA, AL	KD	KD	44.58196956	1.11	2.91
00C172	CORBIN, KY	000389	BIRMINGHA, AL	ET	ETOWAH	8.88104806	0.12	1.12
00H277	ATKINSON, KY	000389	BIRMINGHA, AL	HE	HENDERSON	0.0169315	0	1.48
00H323	EVANSVILL, IN	000389	BIRMINGHA, AL	NA	NASHVILLE TERMINAL	4.38897478	0.52	1.77
0LB407	CAICTF, AL	000389	BIRMINGHA, AL	YB	BIRMINGHAM MINERAL	8.47770253	2.15	0.1

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
0LB407	CAICTF, AL	000389	BIRMINGHA, AL	BU	BOYLES TERMINAL	5.9567338	1.59	0.92
A 496	EASSAVANN, GA	000389	BIRMINGHA, AL	FZ	FITZGERALD	198.8444319	213.15	0.13
A 496	EASSAVANN, GA	000389	BIRMINGHA, AL	LN	LINEVILLE	142.9280768	131.63	25.6
A 496	EASSAVANN, GA	000389	BIRMINGHA, AL	BU	BOYLES TERMINAL	15.50584595	1.58	0.35
A 640	JACKSONVI, FL	000389	BIRMINGHA, AL	LN	LINEVILLE	142.9280768	1.73	0.34
AN 587	WAYCROSS, GA	000389	BIRMINGHA, AL	LN	LINEVILLE	142.9280768	157.57	30.65
AN 587	WAYCROSS, GA	000389	BIRMINGHA, AL	BU	BOYLES TERMINAL	15.50584595	1.89	0.42
ANB728	OGLETHORP, GA	000389	BIRMINGHA, AL	LN	LINEVILLE	142.9280768	1.86	0.36
ANB788	MANCHESTE, GA	000389	BIRMINGHA, AL	LN	LINEVILLE	142.9280768	64.41	12.53
ANJ819	LAGRANGE, GA	000389	BIRMINGHA, AL	LN	LINEVILLE	142.9280768	77.47	0.28
ANJ819	LAGRANGE, GA	000389	BIRMINGHA, AL	BU	BOYLES TERMINAL	15.50584595	1.1	0.25
ANJ910	TALLADEGA, AL	000389	BIRMINGHA, AL	BU	BOYLES TERMINAL	15.50584595	13.68	3.04
ANJ926	COOPINES, AL	000389	BIRMINGHA, AL	BU	BOYLES TERMINAL	15.50584595	3.03	0.67
AY 866	MULBERRY, FL	000389	BIRMINGHA, AL	LN	LINEVILLE	142.9280768	2.9	0.56
CC 82	PLYMOUTH, MI	000389	BIRMINGHA, AL	ML	MAIN LINE	66.07090286	0.53	0.8
CC 82	PLYMOUTH, MI	000389	BIRMINGHA, AL	TO	TOLEDO	0.01959547	0	1.33
CD 1	COLUMBUS, OH	000389	BIRMINGHA, AL	ML	MAIN LINE	66.07090286	0.41	0.61
QS 9	AVON, IN	000389	BIRMINGHA, AL	ML	MAIN LINE	66.07090286	0.55	0.83
S 653	BALDWIN, FL	000389	BIRMINGHA, AL	LN	LINEVILLE	142.9280768	9.18	1.79
S 841	TAMPA, FL	000389	BIRMINGHA, AL	LN	LINEVILLE	142.9280768	2.77	0.54
XXB023	FAIRBURN, GA	000389	BIRMINGHA, AL	BU	BOYLES TERMINAL	15.50584595	3.16	0.7
00C334	ETOWAH, TN	00C407	BOLIVAR, GA	ET	ETOWAH	8.88104806	0.44	3.09
00H323	EVANSVILL, IN	00C407	BOLIVAR, GA	WA	W AND A	61.63034535	2.68	1.3
00C172	CORBIN, KY	Z 245	BOSYARD, NC	CV	CV	88.49077005	1.94	0.72
AK 593	SPARTANBU, SC	Z 245	BOSYARD, NC	BR	BLUE RIDGE	0.92361572	0.9	29.52
CA 524	RUSSELL, KY	Z 245	BOSYARD, NC	KP	KINGSPORT	6.01083533	0.57	13.5
CA 524	RUSSELL, KY	Z 245	BOSYARD, NC	BS	BIG SANDY	1.57739357	0.11	7.93
CMG142	SHELBY, KY	Z 245	BOSYARD, NC	KP	KINGSPORT	6.01083533	0.06	1.36
PLM 51	NEWELL, PA	Z 245	BOSYARD, NC	KP	KINGSPORT	6.01083533	0.11	2.66
PLM 51	NEWELL, PA	Z 245	BOSYARD, NC	BS	BIG SANDY	1.57739357	0.02	1.56
Z 94	KINGSPORT, TN	Z 245	BOSYARD, NC	KP	KINGSPORT	0.10680883	0.01	4.67
000006	LOUISVILL, KY	000109	BRISTOW, KY	ML	MAIN LINE	0.0075979	0	25.52
BA 280	GRAFTON, WV	BN 38	BROJUNCTI, WV	MT	MOUNTAIN	21.51730266	6.6	0.58
BN 5	BENWOOD, WV	BN 38	BROJUNCTI, WV	OR	OHIO RIVER	0.51365289	0.02	1.42
BN 29	NATRIUM, WV	BN 38	BROJUNCTI, WV	OR	OHIO RIVER	0.51365289	1.14	20.93
000187	KAYAVENUE, TN	000N95	BRUCETON, TN	BC	BRUCETON	74.99104137	25.54	4.22
000190	NASHVILLE, TN	000N95	BRUCETON, TN	BC	BRUCETON	74.99104137	451.72	74.7
000190	NASHVILLE, TN	000N95	BRUCETON, TN	NA	NASHVILLE TERMINAL	2.51510736	1.61	4.39
000190	NASHVILLE, TN	000N95	BRUCETON, TN	MP	MEMPHIS	1.94179979	0.58	0.72
0NG152	JACKSON, TN	000N95	BRUCETON, TN	MP	MEMPHIS	41.78911757	3.53	2.18
BA 178	CUMBERLAN, MD	BA 76	BRUNSWICK, MD	CU	CUMBERLAND	46.73325904	227.28	202.84
BA 280	GRAFTON, WV	BA 76	BRUNSWICK, MD	MT	MOUNTAIN	94.93842891	1.29	0.06
BA 280	GRAFTON, WV	BA 76	BRUNSWICK, MD	CU	CUMBERLAND	46.73325904	0.56	0.5
BF 227	ROCKWOOD, PA	BA 76	BRUNSWICK, MD	CU	CUMBERLAND	46.73325904	4.18	3.73
BF 227	ROCKWOOD, PA	BA 76	BRUNSWICK, MD	MH	KEYSTONE	0.65831611	0.03	2.4
BF 270	CONNELLSV, PA	BA 76	BRUNSWICK, MD	CU	CUMBERLAND	46.73325904	0.62	0.55
BF 270	CONNELLSV, PA	BA 76	BRUNSWICK, MD	MH	KEYSTONE	0.65831611	0.01	1.19
BG 58	NEWCASTLE, PA	BA 76	BRUNSWICK, MD	CU	CUMBERLAND	46.73325904	2.5	2.23
BG 58	NEWCASTLE, PA	BA 76	BRUNSWICK, MD	PI	PITTSBURGH	2.50483517	0.16	6.41
BG 58	NEWCASTLE, PA	BA 76	BRUNSWICK, MD	MH	KEYSTONE	0.65831611	0.04	4.82
BG 204	WILLARD, OH	BA 76	BRUNSWICK, MD	AK	NEW CASTLE	53.65407144	4.09	6.41
BG 204	WILLARD, OH	BA 76	BRUNSWICK, MD	CU	CUMBERLAND	46.73325904	2.28	2.04
BG 204	WILLARD, OH	BA 76	BRUNSWICK, MD	PI	PITTSBURGH	2.50483517	0.14	5.84
BG 204	WILLARD, OH	BA 76	BRUNSWICK, MD	MH	KEYSTONE	0.65831611	0.03	4.39
000006	LOUISVILL, KY	QC 434	BUFFALO, NY	LC	LCL	99.08886963	6.9	0.17
000006	LOUISVILL, KY	QC 434	BUFFALO, NY	MY	MOUNT VICTORY	58.5690852	3.39	1.48
000006	LOUISVILL, KY	QC 434	BUFFALO, NY	TO	TOLEDO	0.01959547	0	3.49
BG 58	NEWCASTLE, PA	QC 434	BUFFALO, NY	EW	ERIE WEST	112.1358562	113.61	0.06
BG 58	NEWCASTLE, PA	QC 434	BUFFALO, NY	B1	BUFFALO TERMINAL	1.81976308	0.28	2.36
BG 58	NEWCASTLE, PA	QC 434	BUFFALO, NY	AK	NEW CASTLE	1.67557994	0.28	2.83
BG 204	WILLARD, OH	QC 434	BUFFALO, NY	GH	GREENWICH	40.11453531	23.37	0
BG 204	WILLARD, OH	QC 434	BUFFALO, NY	B1	BUFFALO TERMINAL	1.81976308	0.45	3.79
DC 27	CHICLEARI, IL	QC 434	BUFFALO, NY	CQ	GARRETT	107.3413461	0.69	0.42
DCQ 25	CHIFIVNIN, IL	QC 434	BUFFALO, NY	CQ	GARRETT	107.3413461	52.2	31.69
DCQ 25	CHIFIVNIN, IL	QC 434	BUFFALO, NY	GH	GREENWICH	40.11453531	4.52	0
DCQ 25	CHIFIVNIN, IL	QC 434	BUFFALO, NY	FN	FOREIGN NETWORK	13.29992946	0.93	0.78
QC 285	SYRACUSE, NY	QC 434	BUFFALO, NY	WE	WEST SHORE	6.8998582	3.72	7.76
QC 285	SYRACUSE, NY	QC 434	BUFFALO, NY	S0	SYRACUSE TERMINAL	6.32165935	2.84	3.09
QD 4	SENECA, NY	QC 434	BUFFALO, NY	B1	BUFFALO TERMINAL	1.81976308	1	2.22

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
QD 130	WESASHTAB, OH	QC 434	BUFFALO, NY	B1	BUFFALO TERMINAL	1.81976308	0.19	1.59
QD 173	CLECOLLIN, OH	QC 434	BUFFALO, NY	B1	BUFFALO TERMINAL	1.81976308	1.96	16.5
QDA 3	BUFOHISTR, NY	QC 434	BUFFALO, NY	B1	BUFFALO TERMINAL	2.3617279	0.7	0.51
QDN 25	NIAFALLS, NY	QC 434	BUFFALO, NY	NG	NIAGARA	3.3062714	2.97	13.33
QDN 25	NIAFALLS, NY	QC 434	BUFFALO, NY	BE	BELT	0.03675671	0.01	2.45
QG 15	SELKIRK, NY	QC 434	BUFFALO, NY	S0	SYRACUSE TERMINAL	26.66597642	36.07	9.31
QG 15	SELKIRK, NY	QC 434	BUFFALO, NY	WE	WEST SHORE	6.8998582	5.87	12.23
QG 15	SELKIRK, NY	QC 434	BUFFALO, NY	SK	SELKIRK	2.07265737	2.3	28.49
QI 101	MARYARD, OH	QC 434	BUFFALO, NY	MY	MOUNT VICTORY	21.51565569	4.98	5.93
QI 101	MARYARD, OH	QC 434	BUFFALO, NY	B1	BUFFALO TERMINAL	1.81976308	0.15	1.28
QI 125	RIDGEWAY, OH	QC 434	BUFFALO, NY	MY	MOUNT VICTORY	44.236249	0.72	0.42
QR 4	RIDHEIGHT, NJ	QC 434	BUFFALO, NY	S0	SYRACUSE TERMINAL	26.66597642	0.93	0.24
QS 9	AVON, IN	QC 434	BUFFALO, NY	IP	INDIANAPOLIS LINE	131.8185931	0.99	0.01
QDN 25	NIAFALLS, NY	QDN 10	BUFKENYAR, NY	NG	NIAGARA	3.72787746	1.46	5.23
QC 434	BUFFALO, NY	QDA 3	BUFOHISTR, NY	B1	BUFFALO TERMINAL	2.3617279	1.12	0.82
A 640	JACKSONVI, FL	S 626	BUSCH, FL	KI	KINGSLAND	4.1943028	1.19	1.15
AN 587	WAYCROSS, GA	S 626	BUSCH, FL	JS	JESUP	32.9782881	27.8	0.32
AN 587	WAYCROSS, GA	S 626	BUSCH, FL	KI	KINGSLAND	4.1943028	0.88	0.86
S 653	BALDWIN, FL	S 626	BUSCH, FL	JT	JACKSONVILLE TERMINAL	20.35840258	1.08	0.01
SO 627	QUINLAN, FL	S 626	BUSCH, FL	KI	KINGSLAND	2.42451116	1.2	0.45
000389	BIRMINGHA, AL	0LB407	CAICTF, AL	YB	BIRMINGHAM MINERAL	8.47770253	2.36	0.11
000389	BIRMINGHA, AL	0LB407	CAICTF, AL	BU	BOYLES TERMINAL	5.9567338	1.74	1.01
000389	BIRMINGHA, AL	000426	CALERA, AL	BU	BOYLES TERMINAL	15.50584595	2.32	0.52
00C334	ETOWAH, TN	0KA354	CALHOUN, TN	ET	ETOWAH	18.89961055	1.13	0.01
AK 459	AUGUSTA, GA	YYG047	CAMAK, GA	GA	GEORGIA	8.93378788	8.9	34.67
CD 1	COLUMBUS, OH	CD 74	CAREY, OH	CS	COLUMBUS	31.72179306	5.28	7.91
BED 14	MIDDLETOW, OH	CC 105	CARLETON, MI	TO	TOLEDO	0.07794897	0	1.31
00C172	CORBIN, KY	00J240	CARTERSVI, GA	KD	KD	44.58196956	0.35	0.92
00C334	ETOWAH, TN	00J240	CARTERSVI, GA	ET	ETOWAH	8.89624717	6	53.33
00J146	WAUHATCHI, TN	00J240	CARTERSVI, GA	WA	W AND A	61.64986064	54.23	26.38
00J264	ELIZABETH, GA	00J240	CARTERSVI, GA	WA	W AND A	0.22749491	0.05	5.6
SG 575	HOWTRANSF, GA	00J240	CARTERSVI, GA	AA	ATLANTA TERMINAL	1.75709958	1.38	14.17
SG 575	HOWTRANSF, GA	00J240	CARTERSVI, GA	WA	W AND A	0.22749491	0.21	21.66
000006	LOUISVILL, KY	00H235	CASKYYARD, KY	LH	LH AND STL	135.8986709	1.2	0
000190	NASHVILLE, TN	00H235	CASKYYARD, KY	NA	NASHVILLE TERMINAL	4.38897478	2.51	6.17
00H277	ATKINSON, KY	00H235	CASKYYARD, KY	HE	HENDERSON	0.0169315	0.02	46.81
ANB865	ATLANTA, GA	00H235	CASKYYARD, KY	WA	W AND A	61.87828624	0.89	0.77
SG 425	GREENWOOD, SC	SG 331	CATAWBA, SC	MN	MONROE	94.23925798	13.9	0.31
00H323	EVANSVILL, IN	S 362	CAYCE, SC	WA	W AND A	61.87828624	4.96	4.27
00H323	EVANSVILL, IN	S 362	CAYCE, SC	MN	MONROE	44.75253899	1.47	0.07
00J146	WAUHATCHI, TN	S 362	CAYCE, SC	WA	W AND A	61.87735555	0.58	0.5
ANB865	ATLANTA, GA	S 362	CAYCE, SC	MN	MONROE	44.75253899	11.23	0.54
ANB865	ATLANTA, GA	S 362	CAYCE, SC	AA	ATLANTA TERMINAL	15.62920894	1.4	0.09
CMG142	SHELBY, KY	S 362	CAYCE, SC	KP	KINGSPORT	6.01083533	0.1	2.37
CMG142	SHELBY, KY	S 362	CAYCE, SC	BR	BLUE RIDGE	1.99206804	0.03	2.23
SG 425	GREENWOOD, SC	S 362	CAYCE, SC	MN	MONROE	29.55074064	6.7	0.49
0ZA178	TERHAUTE, IN	0ZA141	CAYUGA, IN	CP	CE AND D	35.52079524	65.17	5.74
A 640	JACKSONVI, FL	SX 833	CENFLOILC, FL	CO	CARTERS	27.15512501	3.67	0.02
00H323	EVANSVILL, IN	CA 511	CERRIVER, WV	ZE	CINCINNATI	104.035221	2.73	0.09
0KC117	DECOURSEY, KY	CA 511	CERRIVER, WV	ZE	CINCINNATI	104.035221	1.1	0.04
BA 280	GRAFTON, WV	CA 511	CERRIVER, WV	SO	SHORT LINE	0.21413673	0	1.28
CD 1	COLUMBUS, OH	CA 511	CERRIVER, WV	NO	NORTHERN	11.74505938	1.4	11.06
CLL 33	ELKRUNJUN, WV	CA 511	CERRIVER, WV	KW	KANAWHA	32.15301434	5.32	2.31
CLS 63	PEACREEK, WV	CA 511	CERRIVER, WV	KW	KANAWHA	11.00797681	1.57	1.15
CMG102	COALRUN, KY	CA 511	CERRIVER, WV	BS	BIG SANDY	1.16617416	0.06	4.79
CMG142	SHELBY, KY	CA 511	CERRIVER, WV	BS	BIG SANDY	0.51201153	0.02	3.43
CMO 5	MARTIN, KY	CA 511	CERRIVER, WV	BS	BIG SANDY	4.1536262	1.5	29.65
PLM 51	NEWELL, PA	CA 511	CERRIVER, WV	FN	FOREIGN NETWORK	1.03111639	0.02	1.38
PLM 51	NEWELL, PA	CA 511	CERRIVER, WV	SO	SHORT LINE	0.21413673	0	1.1
QS 9	AVON, IN	CA 511	CERRIVER, WV	ZE	CINCINNATI	104.035221	1.81	0.06
QS 9	AVON, IN	CA 511	CERRIVER, WV	HL	INDIANAPOLIS	75.28507426	1.2	0.36
CA 524	RUSSELL, KY	CA 606	CHABOTTOM, KY	ZE	CINCINNATI	59.06986928	23.22	1.16
BA 178	CUMBERLAN, MD	BAV 21	CHAMBERSB, PA	CU	CUMBERLAND	44.31986853	73.09	15.46
BA 178	CUMBERLAN, MD	BAV 21	CHAMBERSB, PA	LR	LURGAN	19.47601903	23.67	24.56
BAS111	HAGERSTOW, MD	BAV 21	CHAMBERSB, PA	LR	LURGAN	0.63333113	0.38	12.04
BF 270	CONNELLSV, PA	BAV 21	CHAMBERSB, PA	MH	KEYSTONE	0.65831611	0.01	1.21
A 83	WELDON, NC	A 390	CHARLESTO, SC	SE	SOUTH END	121.4721618	3.68	0.67
A 121	ROCMOUNT, NC	A 390	CHARLESTO, SC	SE	SOUTH END	120.3776104	1.77	0.33
CA 83	RICFULTON, VA	A 390	CHARLESTO, SC	SE	SOUTH END	121.4721618	5.29	0.97

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Freight Density 2025

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CA 83	RICFULTON, VA	A 390	CHARLESTO, SC	ND	NORTH END	93.07640959	3.07	0.55
CA 357	HINTON, WV	A 390	CHARLESTO, SC	FN	FOREIGN NETWORK	94.52375378	0.74	0.54
CA 511	CERRIVER, WV	A 390	CHARLESTO, SC	KP	KINGSPORT	6.01083533	0.04	0.97
SF 330	CHARLOTTE, NC	A 390	CHARLESTO, SC	AN	ANDREWS	123.3156127	57.06	17.65
CA 505	HUNTINGTO, WV	CA 454	CHARLESTO, WV	KW	KANAWHA	24.99213493	12.7	10.98
CA 524	RUSSELL, KY	CA 454	CHARLESTO, WV	KW	KANAWHA	31.83619483	0.73	0.81
A 390	CHARLESTO, SC	SF 330	CHARLOTTE, NC	AN	ANDREWS	123.3156127	13.43	4.15
ANB865	ATLANTA, GA	SF 330	CHARLOTTE, NC	MN	MONROE	132.9722724	1.4	0.03
CMG142	SHELBY, KY	SF 330	CHARLOTTE, NC	KP	KINGSPORT	6.01083533	0.07	1.71
S 249	HAMLET, NC	SF 330	CHARLOTTE, NC	HT	HAMLET TERMINAL	6.68821396	2.01	2.23
BG 204	WILLARD, OH	DD 2	CHICAGO, IL	CQ	GARRETT	107.3413461	1.53	0.93
BIF 84	OTTAWA, IL	DD 2	CHICAGO, IL	NK	NEW ROCK	35.9772686	2.21	0.66
CG 1	GRARAPIDS, MI	DD 2	CHICAGO, IL	ZD	GRAND RAPIDS	39.60040549	1.51	3.47
DAL 32	CICERO, IL	DD 2	CHICAGO, IL	BJ	BLUE ISLAND	7.5897445	33.98	28.31
DAL 32	CICERO, IL	DD 2	CHICAGO, IL	FN	FOREIGN NETWORK	3.00735098	3.02	0.06
DAL 32	CICERO, IL	DD 2	CHICAGO, IL	M5	BARR	2.01627238	1.96	0.9
DC 3	EASCHICAG, IN	DD 2	CHICAGO, IL	M5	BARR	3.10871199	1.05	1.8
DC 27	CHICLEARI, IL	DD 2	CHICAGO, IL	M5	BARR	1.80469952	11.22	7.3
BG 204	WILLARD, OH	DC 27	CHICLEARI, IL	CQ	GARRETT	107.3413461	3.08	1.87
DD 2	CHICAGO, IL	DC 27	CHICLEARI, IL	M5	BARR	1.80469952	5.72	3.72
000ZA3	BEDPARK, IL	DCQ 25	CHIFIVNIN, IL	BJ	BLUE ISLAND	1.18610173	0.59	0.9
BI 51	NORWESOHI, OH	DCQ 25	CHIFIVNIN, IL	CQ	GARRETT	107.3413461	110.13	66.87
BI 51	NORWESOHI, OH	DCQ 25	CHIFIVNIN, IL	M5	BARR	2.22446453	0.17	0.85
QC 285	SYRACUSE, NY	DCQ 25	CHIFIVNIN, IL	CQ	GARRETT	107.3413461	31.54	19.15
QC 285	SYRACUSE, NY	DCQ 25	CHIFIVNIN, IL	B1	BUFFALO TERMINAL	54.90044159	6.54	1.82
QC 285	SYRACUSE, NY	DCQ 25	CHIFIVNIN, IL	GH	GREENWICH	40.11453531	2.73	0
QC 285	SYRACUSE, NY	DCQ 25	CHIFIVNIN, IL	FN	FOREIGN NETWORK	13.29992946	0.56	0.47
QC 434	BUFFALO, NY	DCQ 25	CHIFIVNIN, IL	CQ	GARRETT	107.3413461	39.47	23.97
QC 434	BUFFALO, NY	DCQ 25	CHIFIVNIN, IL	GH	GREENWICH	40.11453531	3.42	0
QC 434	BUFFALO, NY	DCQ 25	CHIFIVNIN, IL	FN	FOREIGN NETWORK	13.29992946	0.7	0.59
CA 524	RUSSELL, KY	BB 98	CHILLICOT, OH	NO	NORTHERN	15.40978874	2.33	7.35
DD 2	CHICAGO, IL	DAL 32	CICERO, IL	BJ	BLUE ISLAND	7.5897445	11.03	9.19
DD 2	CHICAGO, IL	DAL 32	CICERO, IL	FN	FOREIGN NETWORK	3.00735098	0.98	0.02
000006	LOUISVILL, KY	0KC110	CINCINNAT, OH	LC	LCL	99.08886963	891.08	22.47
000006	LOUISVILL, KY	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	4.44833414	3.07	2.33
000190	NASHVILLE, TN	0KC110	CINCINNAT, OH	LC	LCL	99.08886963	1.01	0.03
000190	NASHVILLE, TN	0KC110	CINCINNAT, OH	ML	MAIN LINE	66.07090286	1.1	1.66
000T54	WORTHVILL, KY	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	4.44833414	0.94	0.72
00C172	CORBIN, KY	0KC110	CINCINNAT, OH	CC	CC	88.14157611	256.57	257.96
00C172	CORBIN, KY	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	3.24058605	0.68	1.97
00C334	ETOWAH, TN	0KC110	CINCINNAT, OH	CC	CC	88.14157611	1.31	1.32
00C334	ETOWAH, TN	0KC110	CINCINNAT, OH	KD	KD	45.9695172	0.63	1.59
0KC117	DECOURSEY, KY	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	3.24058605	1.94	4.23
ANB865	ATLANTA, GA	0KC110	CINCINNAT, OH	CC	CC	88.14157611	0.66	0.66
ANB865	ATLANTA, GA	0KC110	CINCINNAT, OH	KD	KD	45.9695172	0.32	0.8
BE 60	DAYTON, OH	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	22.31931653	18.06	0.38
BE 60	DAYTON, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0.03	51.93
BE 131	LIMA, OH	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	22.31931653	16.81	0.35
BE 131	LIMA, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0.07	377.21
BG 89	LORDSTOWN, OH	0KC110	CINCINNAT, OH	MY	MOUNT VICTORY	58.5690852	1.89	0.83
BG 89	LORDSTOWN, OH	0KC110	CINCINNAT, OH	AK	NEW CASTLE	53.65407144	2.09	1.87
BG 89	LORDSTOWN, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0	1.94
BG 204	WILLARD, OH	0KC110	CINCINNAT, OH	MY	MOUNT VICTORY	58.5690852	30.45	13.33
BG 204	WILLARD, OH	0KC110	CINCINNAT, OH	IP	INDIANAPOLIS LINE	23.46889474	3.55	0.15
BG 204	WILLARD, OH	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	22.31931653	3.12	0.07
BG 204	WILLARD, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0.01	31.37
BI 51	NORWESOHI, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0	15.56
BI 62	DESHLER, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0	2.44
BI 128	GARRETT, IN	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	22.31931653	7.83	0.16
BI 128	GARRETT, IN	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0.04	298.73
CA 511	CERRIVER, WV	0KC110	CINCINNAT, OH	ZE	CINCINNATI	104.035221	7.87	0.26
CA 524	RUSSELL, KY	0KC110	CINCINNAT, OH	ZE	CINCINNATI	104.035221	461.56	15.21
CA 524	RUSSELL, KY	0KC110	CINCINNAT, OH	NO	NORTHERN	11.78952734	5.71	0.18
CA 524	RUSSELL, KY	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	4.93112136	3.61	9.34
CDA118	WALBRIDGE, OH	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	22.31931653	14.28	0.3
CDA118	WALBRIDGE, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0.09	781.99
PLM 51	NEWELL, PA	0KC110	CINCINNAT, OH	MY	MOUNT VICTORY	58.5690852	8.96	3.92
PLM 51	NEWELL, PA	0KC110	CINCINNAT, OH	AK	NEW CASTLE	53.65407144	13.44	21.06
PLM 51	NEWELL, PA	0KC110	CINCINNAT, OH	IP	INDIANAPOLIS LINE	23.46889474	1.05	0.04

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
PLM 51	NEWELL, PA	0KC110	CINCINNAT, OH	PI	PITTSBURGH	2.74920218	0.29	5.99
PLM 51	NEWELL, PA	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0	9.23
QC 434	BUFFALO, NY	0KC110	CINCINNAT, OH	MY	MOUNT VICTORY	58.5690852	0.79	0.34
QD 173	CLECOLLIN, OH	0KC110	CINCINNAT, OH	MY	MOUNT VICTORY	58.5690852	0.72	0.32
QF 188	CRESTLINE, OH	0KC110	CINCINNAT, OH	MY	MOUNT VICTORY	58.77420379	7.03	0.54
QF 188	CRESTLINE, OH	0KC110	CINCINNAT, OH	IP	INDIANAPOLIS LINE	23.46889474	1.09	0.05
QF 188	CRESTLINE, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0	9.58
QI 125	RIDGEWAY, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0	6.04
QS 9	AVON, IN	0KC110	CINCINNAT, OH	HL	INDIANAPOLIS	75.28507426	245.56	73.54
QTH 4	POTTERSBU, OH	0KC110	CINCINNAT, OH	IP	INDIANAPOLIS LINE	23.46889474	3.89	0.16
QTH 4	POTTERSBU, OH	0KC110	CINCINNAT, OH	CT	CINCINNATI TERMINAL	22.31931653	3.41	0.07
QTH 4	POTTERSBU, OH	0KC110	CINCINNAT, OH	TO	TOLEDO	0.01959547	0.01	34.31
S 841	TAMPA, FL	SY 875	CLEARWATE, FL	ZZ	CLEARWATER	22.0506434	2.44	1.16
000006	LOUISVILL, KY	QD 173	CLECOLLIN, OH	LC	LCL	99.08886963	7.63	0.19
000006	LOUISVILL, KY	QD 173	CLECOLLIN, OH	MY	MOUNT VICTORY	58.5690852	3.74	1.64
000006	LOUISVILL, KY	QD 173	CLECOLLIN, OH	TO	TOLEDO	0.01959547	0	3.86
BG 204	WILLARD, OH	QD 173	CLECOLLIN, OH	GH	GREENWICH	40.11453531	196.52	0.03
BI 51	NORWESOHI, OH	QD 173	CLECOLLIN, OH	GH	GREENWICH	40.11453531	43.24	0.01
BJA155	PARMA, OH	QD 173	CLECOLLIN, OH	SH	CLEVELAND SHORT LINE	6.03957653	2.4	4.11
CDA118	WALBRIDGE, OH	QD 173	CLECOLLIN, OH	GH	GREENWICH	40.11453531	10.84	0
DC 27	CHICLEARI, IL	QD 173	CLECOLLIN, OH	CQ	GARRETT	107.3413461	1.78	1.08
DCQ 25	CHIFIVNIN, IL	QD 173	CLECOLLIN, OH	CQ	GARRETT	107.3413461	0.71	0.43
QC 285	SYRACUSE, NY	QD 173	CLECOLLIN, OH	B1	BUFFALO TERMINAL	54.90044159	47.26	13.18
QC 285	SYRACUSE, NY	QD 173	CLECOLLIN, OH	WE	WEST SHORE	6.8998582	1.8	3.76
QC 285	SYRACUSE, NY	QD 173	CLECOLLIN, OH	S0	SYRACUSE TERMINAL	6.32165935	1.02	1.11
QC 434	BUFFALO, NY	QD 173	CLECOLLIN, OH	B1	BUFFALO TERMINAL	1.81976308	2.2	18.48
QG 15	SELKIRK, NY	QD 173	CLECOLLIN, OH	B1	BUFFALO TERMINAL	54.90044159	17.89	4.99
QG 15	SELKIRK, NY	QD 173	CLECOLLIN, OH	S0	SYRACUSE TERMINAL	26.66597642	4.16	1.07
QG 15	SELKIRK, NY	QD 173	CLECOLLIN, OH	WE	WEST SHORE	6.8998582	0.68	1.42
QG 15	SELKIRK, NY	QD 173	CLECOLLIN, OH	SK	SELKIRK	2.07265737	0.27	3.28
QI 125	RIDGEWAY, OH	QD 173	CLECOLLIN, OH	MY	MOUNT VICTORY	44.236249	8.96	5.2
QS 9	AVON, IN	QD 173	CLECOLLIN, OH	IP	INDIANAPOLIS LINE	131.8185931	299.27	2.25
QS 9	AVON, IN	QD 173	CLECOLLIN, OH	MY	MOUNT VICTORY	58.5690852	84.02	36.78
BG 204	WILLARD, OH	QDS 10	CLEMARCY, OH	GH	GREENWICH	40.11466531	13.94	0
BG 204	WILLARD, OH	QDS 10	CLEMARCY, OH	SH	CLEVELAND SHORT LINE	5.99293586	0.72	0.95
BJA155	PARMA, OH	QDS 10	CLEMARCY, OH	SH	CLEVELAND SHORT LINE	5.98731081	1.43	0.15
BJA155	PARMA, OH	BJB 75	CLEVELAND, OH	CD	CLEVELAND	6.02047486	2.27	0.93
A 26	COLLIER, VA	CA 278	CLIFORGE, VA	FN	FOREIGN NETWORK	94.52375378	1.15	0.84
A 121	ROCMOUNT, NC	CA 278	CLIFORGE, VA	FN	FOREIGN NETWORK	94.52375378	6.12	4.46
A 121	ROCMOUNT, NC	CA 278	CLIFORGE, VA	ND	NORTH END	93.07640959	4.52	1.47
A 293	FLORENCE, SC	CA 278	CLIFORGE, VA	SE	SOUTH END	148.3311618	1.07	0.16
A 293	FLORENCE, SC	CA 278	CLIFORGE, VA	FN	FOREIGN NETWORK	94.52375378	0.66	0.48
BI 51	NORWESOHI, OH	CA 278	CLIFORGE, VA	AG	ALLEGHANY	75.52195844	1.07	0
BI 51	NORWESOHI, OH	CA 278	CLIFORGE, VA	KW	KANAWHA	31.83619483	0.58	1.18
BI 51	NORWESOHI, OH	CA 278	CLIFORGE, VA	NO	NORTHERN	11.74505938	0.23	1.81
CA 83	RICFULTON, VA	CA 278	CLIFORGE, VA	FN	FOREIGN NETWORK	94.52375378	296.85	216.17
CA 290	COVINGTON, VA	CA 278	CLIFORGE, VA	AG	ALLEGHANY	11.15150694	3.96	0.11
CA 357	HINTON, WV	CA 278	CLIFORGE, VA	AG	ALLEGHANY	75.52195844	1723.27	0.39
CA 429	HANDLEY, WV	CA 278	CLIFORGE, VA	AG	ALLEGHANY	75.52195844	1.18	0
CA 511	CERRIVER, WV	CA 278	CLIFORGE, VA	AG	ALLEGHANY	75.52195844	2.2	0
CA 511	CERRIVER, WV	CA 278	CLIFORGE, VA	KW	KANAWHA	31.83619483	1.02	1.64
CA 524	RUSSELL, KY	CA 278	CLIFORGE, VA	AG	ALLEGHANY	75.52195844	16.8	0
CA 524	RUSSELL, KY	CA 278	CLIFORGE, VA	KW	KANAWHA	31.83619483	9.06	18.45
CAB 68	STRATHMOR, VA	CA 278	CLIFORGE, VA	RV	RIVANNA	49.13363309	2.51	0.05
CAE 13	NEWNEWS, VA	CA 278	CLIFORGE, VA	FN	FOREIGN NETWORK	94.52375378	119.76	87.21
CAE 13	NEWNEWS, VA	CA 278	CLIFORGE, VA	PS	PENINSULA	72.66059885	41.81	0.92
CD 1	COLUMBUS, OH	CA 278	CLIFORGE, VA	AG	ALLEGHANY	75.52195844	1.01	0
CD 1	COLUMBUS, OH	CA 278	CLIFORGE, VA	KW	KANAWHA	31.83619483	0.54	1.11
CD 1	COLUMBUS, OH	CA 278	CLIFORGE, VA	NO	NORTHERN	11.74505938	0.21	1.7
CLS 63	PEACREEK, WV	CA 278	CLIFORGE, VA	AG	ALLEGHANY	75.52195844	2.84	0
CLS 63	PEACREEK, WV	CA 278	CLIFORGE, VA	NR	NEW RIVER	30.66788591	0.96	0.79
0ZA178	TERHAUTE, IN	0ZA163	CLINTON, IN	CP	CE AND D	15.69161876	1.27	0.25
CA 524	RUSSELL, KY	CMG102	COALRUN, KY	BS	BIG SANDY	1.16617416	0.2	17.27
AB 235	PORTSMOUT, VA	A 26	COLLIER, VA	PM	PORTSMOUTH	74.79561047	5.63	0.16
BF 270	CONNELLSV, PA	PLE 21	COLONA, PA	PI	PITTSBURGH	2.50483517	0.65	20.73
BG 204	WILLARD, OH	PLE 21	COLONA, PA	AK	NEW CASTLE	53.65407144	3.51	5.49
BD 99	MORRISTOW, IN	CD 1	COLUMBUS, OH	IP	INDIANAPOLIS LINE	131.8185931	4.53	0.03
BG 58	NEWCASTLE, PA	CD 1	COLUMBUS, OH	AK	NEW CASTLE	55.32965138	39.02	56.44
BI 36	FOSTORIA, OH	CD 1	COLUMBUS, OH	CS	COLUMBUS	45.03303505	14.24	15.03

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
BI 51	NORWESOHI, OH	CD 1	COLUMBUS, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	9.76	1.74
BI 128	GARRETT, IN	CD 1	COLUMBUS, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	1.26	0.22
CA 83	RICFULTON, VA	CD 1	COLUMBUS, OH	FN	FOREIGN NETWORK	94.52375378	3.28	2.39
CA 83	RICFULTON, VA	CD 1	COLUMBUS, OH	AG	ALLEGHANY	77.51559495	1.28	0
CA 83	RICFULTON, VA	CD 1	COLUMBUS, OH	KW	KANAWHA	31.83619483	0.65	1.33
CA 83	RICFULTON, VA	CD 1	COLUMBUS, OH	NO	NORTHERN	11.74505938	0.26	2.04
CA 278	CLIFORGE, VA	CD 1	COLUMBUS, OH	AG	ALLEGHANY	75.52195844	1.15	0
CA 278	CLIFORGE, VA	CD 1	COLUMBUS, OH	KW	KANAWHA	31.83619483	0.62	1.27
CA 278	CLIFORGE, VA	CD 1	COLUMBUS, OH	NO	NORTHERN	11.74505938	0.25	1.94
CA 511	CERRIVER, WV	CD 1	COLUMBUS, OH	NO	NORTHERN	11.74505938	0.27	2.15
CA 524	RUSSELL, KY	CD 1	COLUMBUS, OH	NO	NORTHERN	11.74505938	45.56	359.94
CC 70	WIXOM, MI	CD 1	COLUMBUS, OH	CS	COLUMBUS	45.03250135	1.56	1.65
CC 82	PLYMOUTH, MI	CD 1	COLUMBUS, OH	CS	COLUMBUS	45.03250135	2.7	2.85
CC 82	PLYMOUTH, MI	CD 1	COLUMBUS, OH	TT	TOLEDO TERMINAL	1.63607422	0.04	1.03
CD 46	MARION, OH	CD 1	COLUMBUS, OH	CS	COLUMBUS	4.49159944	3.79	40.08
CD 56	HARPSTER, OH	CD 1	COLUMBUS, OH	CS	COLUMBUS	14.62982042	0.72	2.33
CD 64	UPPSANDUS, OH	CD 1	COLUMBUS, OH	CS	COLUMBUS	21.62285328	5.54	12.18
CD 74	CAREY, OH	CD 1	COLUMBUS, OH	CS	COLUMBUS	31.72179306	21.29	31.9
CDA118	WALBRIDGE, OH	CD 1	COLUMBUS, OH	CS	COLUMBUS	45.03250135	99.08	104.58
CDA120	TOLDOCK, OH	CD 1	COLUMBUS, OH	CS	COLUMBUS	45.03250135	2.27	2.4
CLF 35	DANVILLE, WV	CD 1	COLUMBUS, OH	NO	NORTHERN	11.74505938	0.18	1.43
CLS 63	PEACREEK, WV	CD 1	COLUMBUS, OH	NO	NORTHERN	11.74505938	0.35	2.78
CMG102	COALRUN, KY	CD 1	COLUMBUS, OH	NO	NORTHERN	11.74505938	0.32	2.53
CMG102	COALRUN, KY	CD 1	COLUMBUS, OH	BS	BIG SANDY	1.16617416	0.03	2.63
CMG142	SHELBY, KY	CD 1	COLUMBUS, OH	NO	NORTHERN	11.74505938	0.12	0.93
CMG142	SHELBY, KY	CD 1	COLUMBUS, OH	BS	BIG SANDY	0.51201153	0.01	1.17
CMO 5	MARTIN, KY	CD 1	COLUMBUS, OH	NO	NORTHERN	11.74505938	0.37	2.92
CMO 5	MARTIN, KY	CD 1	COLUMBUS, OH	BS	BIG SANDY	4.1536262	0.11	2.15
IHB 1	GIBSON, IN	CD 1	COLUMBUS, OH	CQ	GARRETT	107.3413461	2.2	1.34
PLE 21	COLONA, PA	CD 1	COLUMBUS, OH	AK	NEW CASTLE	53.65407144	0.9	1.41
PLM 51	NEWELL, PA	CD 1	COLUMBUS, OH	AK	NEW CASTLE	53.65407144	2.46	3.85
PLM 51	NEWELL, PA	CD 1	COLUMBUS, OH	PI	PITTSBURGH	2.74920218	0.05	1.1
QI 101	MARYARD, OH	CD 1	COLUMBUS, OH	CS	COLUMBUS	4.52362692	0.27	2.75
QI 125	RIDGEWAY, OH	CD 1	COLUMBUS, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	21.08	3.75
QS 9	AVON, IN	CD 1	COLUMBUS, OH	IP	INDIANAPOLIS LINE	131.8185931	361.39	2.72
QS 9	AVON, IN	CD 1	COLUMBUS, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	43.18	7.68
QT 72	KENTON, OH	CD 1	COLUMBUS, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	58.56	10.42
QT 108	SCOTTSLAW, OH	CD 1	COLUMBUS, OH	SB	SCOTTSLAWN SECONDARY	15.8157479	1.55	0.74
BA 178	CUMBERLAN, MD	BF 270	CONNELLSV, PA	MH	KEYSTONE	0.65831611	3.36	454.47
BAV 21	CHAMBERSB, PA	BF 270	CONNELLSV, PA	MH	KEYSTONE	0.65831611	0.01	1.36
BF 317	DEMMLER, PA	BF 270	CONNELLSV, PA	PI	PITTSBURGH	2.50483517	26.7	463.93
BG 58	NEWCASTLE, PA	BF 270	CONNELLSV, PA	PI	PITTSBURGH	2.50483517	4.75	189.19
BG 204	WILLARD, OH	BF 270	CONNELLSV, PA	AK	NEW CASTLE	53.65407144	8.04	12.6
BG 204	WILLARD, OH	BF 270	CONNELLSV, PA	PI	PITTSBURGH	2.50483517	0.28	11.04
BI 51	NORWESOHI, OH	BF 270	CONNELLSV, PA	AK	NEW CASTLE	53.65407144	36.36	56.97
BI 51	NORWESOHI, OH	BF 270	CONNELLSV, PA	PI	PITTSBURGH	2.50483517	1.25	49.91
PLE 19	ALIQUIPPA, PA	BF 270	CONNELLSV, PA	PI	PITTSBURGH	2.50483517	0.03	1.06
PLM 51	NEWELL, PA	BF 270	CONNELLSV, PA	PI	PITTSBURGH	0.27258252	0.2	32.2
QD 130	WESASHTAB, OH	BF 270	CONNELLSV, PA	PI	PITTSBURGH	2.50483517	0.05	2.13
QS 9	AVON, IN	BD 67	CONNERSVI, IN	HL	INDIANAPOLIS	33.62062448	11.1	7.45
000389	BIRMINGHA, AL	ANJ926	COOPINES, AL	BU	BOYLES TERMINAL	15.50584595	4.69	1.05
000489	MONTGOMER, AL	00C172	CORBIN, KY	AW	AWP W OF A	88.6454077	0.64	0.46
000489	MONTGOMER, AL	00C172	CORBIN, KY	KD	KD	44.58196956	0.34	0.88
000J87	COWAN, TN	00C172	CORBIN, KY	KD	KD	53.24976019	0.39	0.75
00C334	ETOWAH, TN	00C172	CORBIN, KY	KD	KD	44.58196956	135.24	353.41
00H277	ATKINSON, KY	00C172	CORBIN, KY	LH	LH AND STL	135.8986709	3.58	0
00H277	ATKINSON, KY	00C172	CORBIN, KY	CC	CC	88.90922282	1.56	0.03
0KC110	CINCINNAT, OH	00C172	CORBIN, KY	CC	CC	88.14157611	399.89	402.06
0KC110	CINCINNAT, OH	00C172	CORBIN, KY	CT	CINCINNATI TERMINAL	3.24058605	1.05	3.07
0KC117	DECOURSEY, KY	00C172	CORBIN, KY	CC	CC	88.14157611	5.7	5.73
0KC207	PATIO, KY	00C172	CORBIN, KY	CC	CC	88.14157611	6.27	0.07
0WB239	LOYALL, KY	00C172	CORBIN, KY	CV	CV	33.55113406	1.46	1.42
AK 459	AUGUSTA, GA	00C172	CORBIN, KY	KD	KD	44.58196956	0.36	0.93
AK 459	AUGUSTA, GA	00C172	CORBIN, KY	GA	GEORGIA	8.89888264	0.06	0.99
AN 587	WAYCROSS, GA	00C172	CORBIN, KY	KD	KD	44.58196956	0.44	1.14
ANB865	ATLANTA, GA	00C172	CORBIN, KY	KD	KD	44.58196956	1.62	4.24
ANB865	ATLANTA, GA	00C172	CORBIN, KY	ET	ETOWAH	8.88104806	0.18	1.63
BI 128	GARRETT, IN	00C172	CORBIN, KY	CC	CC	88.14157611	26.74	26.89
BI 128	GARRETT, IN	00C172	CORBIN, KY	CT	CINCINNATI TERMINAL	26.94944805	1.63	0.5

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
BI 128	GARRETT, IN	00C172	CORBIN, KY	TO	TOLEDO	0.01959547	0	33.31
BI 247	CURTIS, IN	00C172	CORBIN, KY	L2	LIRC	55.5352645	0.65	0.61
BI 247	CURTIS, IN	00C172	CORBIN, KY	M0	MONON	31.3240387	0.42	1.23
CA 511	CERRIVER, WV	00C172	CORBIN, KY	CC	CC	88.14157611	0.76	0.76
CA 524	RUSSELL, KY	00C172	CORBIN, KY	ZE	CINCINNATI	104.035221	9.91	0.33
CA 524	RUSSELL, KY	00C172	CORBIN, KY	CC	CC	88.14157611	13.77	13.85
CDA118	WALBRIDGE, OH	00C172	CORBIN, KY	CC	CC	88.14157611	2.38	2.4
CDA118	WALBRIDGE, OH	00C172	CORBIN, KY	TO	TOLEDO	0.01959547	0	4.26
CDA120	TOLDOCK, OH	00C172	CORBIN, KY	CC	CC	88.14157611	2.37	2.39
CDA120	TOLDOCK, OH	00C172	CORBIN, KY	TO	TOLEDO	0.01959547	0	4.24
CLS 63	PEACREEK, WV	00C172	CORBIN, KY	CC	CC	88.14157611	1.12	1.12
CMG102	COALRUN, KY	00C172	CORBIN, KY	CV	CV	88.49077005	1.49	0.55
CMG102	COALRUN, KY	00C172	CORBIN, KY	KP	KINGSPORT	0.00181516	0	1.44
CMO 5	MARTIN, KY	00C172	CORBIN, KY	CC	CC	88.19261224	9.82	0.01
CMO 5	MARTIN, KY	00C172	CORBIN, KY	EK	EK	1.46583757	0.23	19.79
PLM 51	NEWELL, PA	00C172	CORBIN, KY	CC	CC	88.14157611	0.75	0.75
SG 506	ATHENS, GA	00C172	CORBIN, KY	KD	KD	44.58196956	0.33	0.85
SG 544	LAWRENCEV, GA	00C172	CORBIN, KY	KD	KD	44.58196956	0.29	0.76
SG 575	HOWTRANSF, GA	00C172	CORBIN, KY	KD	KD	44.58196956	0.78	2.04
SGC633	STILESBOR, GA	00C172	CORBIN, KY	KD	KD	44.58196956	1.22	3.18
SGC633	STILESBOR, GA	00C172	CORBIN, KY	ET	ETOWAH	8.88104806	0.13	1.22
CA 278	CLIFORGE, VA	CA 290	COVINGTON, VA	AG	ALLEGHANY	11.15150694	7.78	0.21
CA 357	HINTON, WV	CA 290	COVINGTON, VA	AG	ALLEGHANY	64.3704515	11.99	0.06
000006	LOUISVILL, KY	QF 188	CRESTLINE, OH	LC	LCL	99.08886963	7.36	0.19
000006	LOUISVILL, KY	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	58.77420379	2.73	0.21
000006	LOUISVILL, KY	QF 188	CRESTLINE, OH	TO	TOLEDO	0.01959547	0	3.72
00C172	CORBIN, KY	QF 188	CRESTLINE, OH	CC	CC	88.14157611	6.6	6.63
00C172	CORBIN, KY	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	58.77420379	1.59	0.12
00C172	CORBIN, KY	QF 188	CRESTLINE, OH	TO	TOLEDO	0.01959547	0	2.16
0KC110	CINCINNAT, OH	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	58.77420379	7.08	0.55
0KC110	CINCINNAT, OH	QF 188	CRESTLINE, OH	IP	INDIANAPOLIS LINE	23.46889474	1.09	0.05
0KC110	CINCINNAT, OH	QF 188	CRESTLINE, OH	TO	TOLEDO	0.01959547	0	9.64
BAA 16	JESSUP, MD	QF 188	CRESTLINE, OH	AK	NEW CASTLE	53.65407144	5.27	8.25
BAA 16	JESSUP, MD	QF 188	CRESTLINE, OH	CU	CUMBERLAND	46.73325904	2.94	2.62
BAA 16	JESSUP, MD	QF 188	CRESTLINE, OH	PI	PITTSBURGH	2.50483517	0.18	7.52
BAA 16	JESSUP, MD	QF 188	CRESTLINE, OH	MH	KEYSTONE	0.65831611	0.04	5.66
BG 58	NEWCASTLE, PA	QF 188	CRESTLINE, OH	AK	NEW CASTLE	55.32965138	114.82	166.1
BG 58	NEWCASTLE, PA	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	0.20511859	0.07	6.9
BG 80	OHIJUNCTI, OH	QF 188	CRESTLINE, OH	AK	NEW CASTLE	53.65407144	23.88	26.33
BG 80	OHIJUNCTI, OH	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	0.20511859	0.02	1.77
BG 89	LORDSTOWN, OH	QF 188	CRESTLINE, OH	AK	NEW CASTLE	53.65407144	21.34	19.06
BG 89	LORDSTOWN, OH	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	0.20511859	0.02	1.76
PLM 51	NEWELL, PA	QF 188	CRESTLINE, OH	AK	NEW CASTLE	53.65407144	0.47	0.73
QD 173	CLECOLLIN, OH	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	0.20511859	0.01	1.44
QI 101	MARYARD, OH	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	21.72077428	10.88	2.28
QI 125	RIDGEWAY, OH	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	44.44136759	68.23	6.99
QS 9	AVON, IN	QF 188	CRESTLINE, OH	IP	INDIANAPOLIS LINE	131.8185931	167.99	1.27
QS 9	AVON, IN	QF 188	CRESTLINE, OH	MY	MOUNT VICTORY	58.77420379	35.67	2.76
QG 15	SELKIRK, NY	QC 35	CROONHUDS, NY	FN	FOREIGN NETWORK	91.12800194	3.16	0
BA 76	BRUNSWICK, MD	BA 178	CUMBERLAN, MD	CU	CUMBERLAND	46.73325904	156.18	139.39
BA 280	GRAFTON, WV	BA 178	CUMBERLAN, MD	MT	MOUNTAIN	94.93842891	191.45	9.57
BAA 16	JESSUP, MD	BA 178	CUMBERLAN, MD	CU	CUMBERLAND	46.73325904	16.28	14.53
BAA 16	JESSUP, MD	BA 178	CUMBERLAN, MD	WS	CAPITAL	3.63468477	0.29	1.35
BAK 88	BALBAYVIE, MD	BA 178	CUMBERLAN, MD	CU	CUMBERLAND	46.73325904	0.71	0.63
BAL 5	PENMARJEI, MD	BA 178	CUMBERLAN, MD	CU	CUMBERLAND	46.73325904	5.8	5.17
BAL 5	PENMARJEI, MD	BA 178	CUMBERLAN, MD	OM	OLD MAIN LINE	8.00482901	0.65	4.05
BAO 8	BALCURBAY, MD	BA 178	CUMBERLAN, MD	CU	CUMBERLAND	46.73325904	64.03	57.14
BAO 8	BALCURBAY, MD	BA 178	CUMBERLAN, MD	OM	OLD MAIN LINE	8.00482901	7.19	44.77
BAO 8	BALCURBAY, MD	BA 178	CUMBERLAN, MD	ME	METROPOLITAN	0.09842323	0.02	1.57
BAS111	HAGERSTOW, MD	BA 178	CUMBERLAN, MD	CU	CUMBERLAND	44.31986853	81.25	17.18
BAV 21	CHAMBERSB, PA	BA 178	CUMBERLAN, MD	CU	CUMBERLAND	44.31986853	63.64	13.46
BAV 21	CHAMBERSB, PA	BA 178	CUMBERLAN, MD	LR	LURGAN	19.47601903	20.61	21.39
BF 227	ROCKWOOD, PA	BA 178	CUMBERLAN, MD	MH	KEYSTONE	0.65831611	0.12	8.46
BF 270	CONNELLSV, PA	BA 178	CUMBERLAN, MD	MH	KEYSTONE	0.65831611	8.4	1134.8
BG 58	NEWCASTLE, PA	BA 178	CUMBERLAN, MD	PI	PITTSBURGH	2.50483517	0.1	4.15
BG 58	NEWCASTLE, PA	BA 178	CUMBERLAN, MD	MH	KEYSTONE	0.65831611	0.02	3.12
BG 204	WILLARD, OH	BA 178	CUMBERLAN, MD	AK	NEW CASTLE	53.65407144	1.99	3.12
BG 204	WILLARD, OH	BA 178	CUMBERLAN, MD	PI	PITTSBURGH	2.50483517	0.07	2.85
BG 204	WILLARD, OH	BA 178	CUMBERLAN, MD	MH	KEYSTONE	0.65831611	0.02	2.14

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
BI 51	NORWESOHI, OH	BA 178	CUMBERLAN, MD	AK	NEW CASTLE	53.65407144	85.25	133.59
BI 51	NORWESOHI, OH	BA 178	CUMBERLAN, MD	PI	PITTSBURGH	2.50483517	2.98	121.8
BI 51	NORWESOHI, OH	BA 178	CUMBERLAN, MD	MH	KEYSTONE	0.65831611	0.68	91.66
CA 83	RICFULTON, VA	BA 178	CUMBERLAN, MD	CU	CUMBERLAND	46.73325904	1.47	1.31
PLM 51	NEWELL, PA	BA 178	CUMBERLAN, MD	MH	KEYSTONE	0.65831611	0.03	4.17
PLM 51	NEWELL, PA	BA 178	CUMBERLAN, MD	PI	PITTSBURGH	0.27258252	0.01	1.09
QS 9	AVON, IN	BA 178	CUMBERLAN, MD	IP	INDIANAPOLIS LINE	131.8185931	1.18	0.01
QS 9	AVON, IN	BA 178	CUMBERLAN, MD	AK	NEW CASTLE	53.65407144	0.5	0.78
00C172	CORBIN, KY	BI 247	CURTIS, IN	FN	FOREIGN NETWORK	91.25287984	4.26	0.15
00C172	CORBIN, KY	BI 247	CURTIS, IN	CC	CC	88.90922282	3.98	0.08
00C172	CORBIN, KY	BI 247	CURTIS, IN	L2	LIRC	55.5352645	2.93	2.74
00C172	CORBIN, KY	BI 247	CURTIS, IN	M0	MONON	31.3240387	1.9	5.58
BG 204	WILLARD, OH	BI 247	CURTIS, IN	CQ	GARRETT	107.3413461	247.28	150.13
BG 204	WILLARD, OH	BI 247	CURTIS, IN	M5	BARR	0.1319566	0.02	1.25
BI 51	NORWESOHI, OH	BI 247	CURTIS, IN	CQ	GARRETT	107.3413461	0.96	0.58
CA 524	RUSSELL, KY	BI 247	CURTIS, IN	CQ	GARRETT	107.3413461	1.39	0.84
CMO 5	MARTIN, KY	BI 247	CURTIS, IN	CQ	GARRETT	107.3413461	4.24	2.57
CMO 5	MARTIN, KY	BI 247	CURTIS, IN	NO	NORTHERN	11.74505938	0.28	2.19
CMO 5	MARTIN, KY	BI 247	CURTIS, IN	BS	BIG SANDY	4.1536262	0.08	1.62
00J146	WAUHATCHI, TN	00J189	DALTON, GA	WA	W AND A	11.33429713	4.9	12.97
000190	NASHVILLE, TN	0ZA123	DANVILLE, IL	CP	CE AND D	143.389743	19.57	0.43
000389	BIRMINGHA, AL	0ZA123	DANVILLE, IL	CP	CE AND D	143.389743	1.38	0.03
00H323	EVANSVILL, IN	0ZA123	DANVILLE, IL	CP	CE AND D	143.389743	766.41	16.73
00ZA99	HOOPESTON, IL	0ZA123	DANVILLE, IL	WQ	WOODLAND	16.00205339	4.92	2.4
0ZA178	TERHAUTE, IN	0ZA123	DANVILLE, IL	CP	CE AND D	48.34976101	25.29	1.64
AN 587	WAYCROSS, GA	0ZA123	DANVILLE, IL	CP	CE AND D	143.389743	2.17	0.05
AN 587	WAYCROSS, GA	0ZA123	DANVILLE, IL	WA	W AND A	61.87828624	0.74	0.64
DC 27	CHICLEARI, IL	0ZA123	DANVILLE, IL	WQ	WOODLAND	16.00205339	0.64	0.98
IHB 1	GIBSON, IN	0ZA123	DANVILLE, IL	WQ	WOODLAND	16.00205339	0.46	0.7
CA 278	CLIFORGE, VA	CLF 35	DANVILLE, WV	AG	ALLEGHANY	75.52195844	8.89	0
CA 278	CLIFORGE, VA	CLF 35	DANVILLE, WV	KW	KANAWHA	0.25635318	0.01	2.14
CA 357	HINTON, WV	CLF 35	DANVILLE, WV	KW	KANAWHA	0.25635318	0.01	1.52
CA 524	RUSSELL, KY	CLF 35	DANVILLE, WV	KW	KANAWHA	32.15301434	3.87	3.32
0KC110	CINCINNAT, OH	BE 60	DAYTON, OH	CT	CINCINNATI TERMINAL	22.31931653	3.64	0.08
0KC110	CINCINNAT, OH	BE 60	DAYTON, OH	TO	TOLEDO	0.01959547	0.01	10.48
BG 204	WILLARD, OH	BE 60	DAYTON, OH	MY	MOUNT VICTORY	58.5690852	37.63	16.47
BG 204	WILLARD, OH	BE 60	DAYTON, OH	IP	INDIANAPOLIS LINE	23.46889474	4.39	0.19
00C172	CORBIN, KY	0KC117	DECOURSEY, KY	CC	CC	88.14157611	36.31	36.51
00C334	ETOWAH, TN	0KC117	DECOURSEY, KY	CC	CC	88.14157611	0.5	0.5
0KC110	CINCINNAT, OH	0KC117	DECOURSEY, KY	CT	CINCINNATI TERMINAL	3.24058605	0.89	1.93
CA 524	RUSSELL, KY	0KC117	DECOURSEY, KY	ZE	CINCINNATI	104.035221	7.55	0.25
QI 101	MARYARD, OH	CD 24	DELAWARE, OH	CS	COLUMBUS	0.03202748	0	1.56
BA 178	CUMBERLAN, MD	BF 317	DEMMLER, PA	PI	PITTSBURGH	2.50483517	0.87	16.05
BA 178	CUMBERLAN, MD	BF 317	DEMMLER, PA	MH	KEYSTONE	0.65831611	0.43	58.42
BF 270	CONNELLSV, PA	BF 317	DEMMLER, PA	PI	PITTSBURGH	2.50483517	8.36	145.27
BG 58	NEWCASTLE, PA	BF 317	DEMMLER, PA	AK	NEW CASTLE	1.67557994	1.55	3.77
BG 204	WILLARD, OH	BF 317	DEMMLER, PA	AK	NEW CASTLE	53.65407144	1.57	2.47
BI 247	CURTIS, IN	BF 317	DEMMLER, PA	CQ	GARRETT	107.3413461	2.94	1.78
BI 247	CURTIS, IN	BF 317	DEMMLER, PA	AK	NEW CASTLE	53.65407144	1.17	1.83
QC 434	BUFFALO, NY	BF 317	DEMMLER, PA	EW	ERIE WEST	112.1358562	75.66	0.04
QC 434	BUFFALO, NY	BF 317	DEMMLER, PA	B1	BUFFALO TERMINAL	1.81976308	0.19	1.57
0KC110	CINCINNAT, OH	BI 62	DESHLER, OH	TO	TOLEDO	0.01959547	0	15.48
BED 14	MIDDLETOW, OH	CH 1	DETROIT, MI	TT	TOLEDO TERMINAL	7.16961802	2.36	12.03
BED 14	MIDDLETOW, OH	CH 1	DETROIT, MI	TO	TOLEDO	0.07794897	0.1	204.43
CC 82	PLYMOUTH, MI	CH 1	DETROIT, MI	DT	DETROIT	10.80039965	3.04	2
CC 90	WAYNE, MI	CH 1	DETROIT, MI	DT	DETROIT	10.80083315	1.62	1.07
CDA118	WALBRIDGE, OH	CH 1	DETROIT, MI	TT	TOLEDO TERMINAL	1.63607422	5.13	116.21
CG 1	GRARAPIDS, MI	CH 1	DETROIT, MI	DT	DETROIT	10.80083315	1.64	1.08
CG 1	GRARAPIDS, MI	CH 1	DETROIT, MI	PO	PLYMOUTH	0.6733424	0.71	128.68
CH 87	LANSING, MI	CH 1	DETROIT, MI	DT	DETROIT	10.80083315	0.76	0.5
CH 87	LANSING, MI	CH 1	DETROIT, MI	PO	PLYMOUTH	0.6733424	0.17	16.49
BI 51	NORWESOHI, OH	QQM 2	DETTRAILV, MI	TT	TOLEDO TERMINAL	2.31628726	1.33	21.02
CDA118	WALBRIDGE, OH	QQM 2	DETTRAILV, MI	TT	TOLEDO TERMINAL	1.63607422	1.34	30.34
000006	LOUISVILL, KY	00HN35	DOERUN, KY	LH	LH AND STL	26.84933801	10.41	0.85
0ZA123	DANVILLE, IL	AN 783	DOTHAN, AL	CP	CE AND D	143.389743	1.86	0.04
AN 587	WAYCROSS, GA	AN 783	DOTHAN, AL	TH	THOMASVILLE	61.290565	55.44	39.76
AN 729	BAINBRIDG, GA	AN 783	DOTHAN, AL	DO	DOTHAN	1.39791857	0.12	4.79
S 841	TAMPA, FL	SY 854	DREW, FL	ZZ	CLEARWATER	1.72700224	1.1	6.63
QG 15	SELKIRK, NY	QD 41	DUNKIRK, NY	B1	BUFFALO TERMINAL	54.90044159	1.21	0.34

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
DD 2	CHICAGO, IL	DC 3	EASCHICAG, IN	M5	BARR	3.10871199	1.02	1.75
000389	BIRMINGHA, AL	A 496	EASSAVANN, GA	FZ	FITZGERALD	198.8444319	282.08	0.17
000389	BIRMINGHA, AL	A 496	EASSAVANN, GA	LN	LINEVILLE	142.9280768	174.2	33.88
000389	BIRMINGHA, AL	A 496	EASSAVANN, GA	BU	BOYLES TERMINAL	15.50584595	2.09	0.46
AK 459	AUGUSTA, GA	A 496	EASSAVANN, GA	B0	SAVANNAH	5.33633509	1.26	0.05
ANB788	MANCHESTE, GA	A 496	EASSAVANN, GA	FZ	FITZGERALD	198.8444319	58.74	0.04
ANJ819	LAGRANGE, GA	A 496	EASSAVANN, GA	FZ	FITZGERALD	198.8444319	2.36	0
SH 511	NORSAVANN, GA	A 496	EASSAVANN, GA	B0	SAVANNAH	4.08852798	1.15	0.62
XXB023	FAIRBURN, GA	A 496	EASSAVANN, GA	AA	ATLANTA TERMINAL	9.75189866	1.11	3.35
XXB023	FAIRBURN, GA	A 496	EASSAVANN, GA	GA	GEORGIA	8.89888264	3.76	57.71
XXB023	FAIRBURN, GA	A 496	EASSAVANN, GA	AU	AUGUSTA	2.7143336	0.48	10.54
YYG171	ATLHULSEY, GA	A 496	EASSAVANN, GA	GA	GEORGIA	8.89888264	0.74	11.43
YYG171	ATLHULSEY, GA	A 496	EASSAVANN, GA	AU	AUGUSTA	2.7143336	0.1	2.09
AN 587	WAYCROSS, GA	000390	EASTHOMAS, AL	LN	LINEVILLE	142.9280768	0.86	0.17
ANJ819	LAGRANGE, GA	000390	EASTHOMAS, AL	LN	LINEVILLE	142.9280768	2.45	0.01
XXB023	FAIRBURN, GA	000390	EASTHOMAS, AL	BU	BOYLES TERMINAL	15.50584595	3.18	0.23
SVC851	AGROCK, FL	AZA886	EASTTAMPA, FL	TP	TAMPA TERMINAL	4.42073948	1.98	1.4
SVC851	AGROCK, FL	AZA886	EASTTAMPA, FL	B7	BREWSTER	3.44774271	3.11	10.67
00J240	CARTERSVI, GA	00J264	ELIZABETH, GA	WA	W AND A	0.22749491	0.08	8.45
CA 278	CLIFORGE, VA	CLL 33	ELKRUNJUN, WV	AG	ALLEGHANY	75.52195844	10.21	0
CA 278	CLIFORGE, VA	CLL 33	ELKRUNJUN, WV	KW	KANAWHA	0.25635318	0.02	2.45
CA 429	HANDLEY, WV	CLL 33	ELKRUNJUN, WV	KW	KANAWHA	0.25635318	0.01	1.09
CA 524	RUSSELL, KY	CLL 33	ELKRUNJUN, WV	KW	KANAWHA	32.15301434	0.74	0.63
CMG142	SHELBY, KY	CLL 33	ELKRUNJUN, WV	BS	BIG SANDY	0.51201153	0.01	1.23
QR 1	NBERGEN, NJ	QRN 14	ENGLEWOOD, NJ	RI	RIVER	6.64769131	1.3	0.08
AK 459	AUGUSTA, GA	Z 134	ERWIN, TN	BR	BLUE RIDGE	1.99206804	0.01	1.03
AK 593	SPARTANBU, SC	Z 134	ERWIN, TN	BR	BLUE RIDGE	0.92361572	0.05	7.16
CA 524	RUSSELL, KY	Z 134	ERWIN, TN	KP	KINGSPORT	5.9040265	0.58	13.85
CA 524	RUSSELL, KY	Z 134	ERWIN, TN	BS	BIG SANDY	1.57739357	0.12	8.14
CMG142	SHELBY, KY	Z 134	ERWIN, TN	KP	KINGSPORT	5.9040265	0.34	8.15
PLM 51	NEWELL, PA	Z 134	ERWIN, TN	KP	KINGSPORT	5.9040265	0.08	1.99
PLM 51	NEWELL, PA	Z 134	ERWIN, TN	BS	BIG SANDY	1.57739357	0.02	1.17
QS 235	ROSELAKE, IL	Z 134	ERWIN, TN	IL	ILLINOIS	147.1031106	1.63	0.1
QS 235	ROSELAKE, IL	Z 134	ERWIN, TN	CV	CV	88.49077005	0.76	0.28
000489	MONTGOMER, AL	00C334	ETOWAH, TN	AW	AWP W OF A	88.6454077	0.88	0.64
00C172	CORBIN, KY	00C334	ETOWAH, TN	KD	KD	44.58196956	191.36	500.06
00C277	KNOXVILLE, TN	00C334	ETOWAH, TN	KD	KD	44.58196956	7.57	2.26
00J240	CARTERSVI, GA	00C334	ETOWAH, TN	ET	ETOWAH	8.89624717	4.47	39.77
0KC110	CINCINNAT, OH	00C334	ETOWAH, TN	CC	CC	88.14157611	0.62	0.63
0KC110	CINCINNAT, OH	00C334	ETOWAH, TN	KD	KD	45.9695172	0.3	0.76
ANB865	ATLANTA, GA	00C334	ETOWAH, TN	ET	ETOWAH	8.88104806	0.26	2.32
BE 131	LIMA, OH	00C334	ETOWAH, TN	CC	CC	88.14157611	0.76	0.76
BE 131	LIMA, OH	00C334	ETOWAH, TN	KD	KD	45.9695172	0.36	0.92
CC 82	PLYMOUTH, MI	00C334	ETOWAH, TN	CC	CC	88.14157611	0.58	0.58
CC 82	PLYMOUTH, MI	00C334	ETOWAH, TN	TO	TOLEDO	0.01959547	0	1.04
SG 575	HOWTRANSF, GA	00C334	ETOWAH, TN	ET	ETOWAH	8.88104806	16.6	148.52
SG 575	HOWTRANSF, GA	00C334	ETOWAH, TN	AA	ATLANTA TERMINAL	1.75709958	0.74	7.61
SGC633	STILESBOR, GA	00C334	ETOWAH, TN	ET	ETOWAH	8.88104806	2.07	18.5
000190	NASHVILLE, TN	00H323	EVANSVILL, IN	NA	NASHVILLE TERMINAL	4.38897478	3.2	7.88
000ZA3	BEDPARK, IL	00H323	EVANSVILL, IN	CP	CE AND D	143.389743	16.98	0.37
000ZA3	BEDPARK, IL	00H323	EVANSVILL, IN	WQ	WOODLAND	22.12426109	0.84	0.93
00H277	ATKINSON, KY	00H323	EVANSVILL, IN	HE	HENDERSON	1.29613884	0.3	9.99
00J146	WAUHATCHI, TN	00H323	EVANSVILL, IN	NA	NASHVILLE TERMINAL	8.62342356	1.18	1.02
00Q120	LAFAYETTE, IN	00H323	EVANSVILL, IN	CP	CE AND D	93.26640804	45.41	0.34
00Q120	LAFAYETTE, IN	00H323	EVANSVILL, IN	ST	ST LOUIS LINE	29.9126555	4.79	0.14
00Q120	LAFAYETTE, IN	00H323	EVANSVILL, IN	M0	MONON	0.80656898	0.25	17.67
00ZA99	HOOPESTON, IL	00H323	EVANSVILL, IN	CP	CE AND D	143.389743	21.68	0.47
0ZA123	DANVILLE, IL	00H323	EVANSVILL, IN	CP	CE AND D	143.389743	972.09	21.22
0ZA284	WANSFORD, IN	00H323	EVANSVILL, IN	EV	EVANSVILLE TERMINAL	13.44609842	3.84	0.11
A 640	JACKSONVI, FL	00H323	EVANSVILL, IN	WA	W AND A	61.87828624	0.56	0.48
AN 587	WAYCROSS, GA	00H323	EVANSVILL, IN	WA	W AND A	61.87828624	7.88	6.78
AN 587	WAYCROSS, GA	00H323	EVANSVILL, IN	AA	ATLANTA TERMINAL	24.17664047	1.5	1.97
ANB788	MANCHESTE, GA	00H323	EVANSVILL, IN	WA	W AND A	61.87828624	13.28	11.42
ANB788	MANCHESTE, GA	00H323	EVANSVILL, IN	AA	ATLANTA TERMINAL	24.17664047	2.52	3.31
ANB865	ATLANTA, GA	00H323	EVANSVILL, IN	WA	W AND A	61.87828624	13.37	11.51
ASK638	JACKSTOFC, FL	00H323	EVANSVILL, IN	WA	W AND A	61.87828624	2.96	2.54
ASK638	JACKSTOFC, FL	00H323	EVANSVILL, IN	AA	ATLANTA TERMINAL	24.17664047	0.56	0.74
CD 1	COLUMBUS, OH	00H323	EVANSVILL, IN	IP	INDIANAPOLIS LINE	131.8185931	2.9	0.02
CD 1	COLUMBUS, OH	00H323	EVANSVILL, IN	CP	CE AND D	93.26640804	1.43	0.01

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
IHB 1	GIBSON, IN	00H323	EVANSVILL, IN	CP	CE AND D	143.389743	39.27	0.86
IHB 1	GIBSON, IN	00H323	EVANSVILL, IN	WQ	WOODLAND	22.12426109	1.93	2.15
QI 125	RIDGEWAY, OH	00H323	EVANSVILL, IN	IP	INDIANAPOLIS LINE	131.8185931	1.89	0.01
QS 9	AVON, IN	00H323	EVANSVILL, IN	CP	CE AND D	93.26640804	295.83	2.21
QS 9	AVON, IN	00H323	EVANSVILL, IN	ST	ST LOUIS LINE	44.60336313	69.47	1.38
QS 71	TERHAUDUA, IN	00H323	EVANSVILL, IN	CP	CE AND D	95.72155239	6.33	0.21
QT 72	KENTON, OH	00H323	EVANSVILL, IN	IP	INDIANAPOLIS LINE	131.8185931	1.3	0.01
S 249	HAMLET, NC	00H323	EVANSVILL, IN	MN	MONROE	132.9722724	1	0.33
PLD104	LAWYARD, MA	QBG 5	EVERETT, MA	FN	FOREIGN NETWORK	19.38820825	3.26	0.92
000006	LOUISVILL, KY	XXB023	FAIRBURN, GA	ML	MAIN LINE	66.07090286	0.61	0.93
000389	BIRMINGHA, AL	XXB023	FAIRBURN, GA	BU	BOYLES TERMINAL	15.50584595	3.98	0.89
000390	EASTHOMAS, AL	XXB023	FAIRBURN, GA	BU	BOYLES TERMINAL	15.50584595	3	0.22
000489	MONTGOMER, AL	XXB023	FAIRBURN, GA	AW	AWP W OF A	83.23773284	47.37	36.46
00J146	WAUHATCHI, TN	XXB023	FAIRBURN, GA	WA	W AND A	61.87735555	91.86	79.05
00J146	WAUHATCHI, TN	XXB023	FAIRBURN, GA	AA	ATLANTA TERMINAL	6.17116134	3.02	15.57
A 496	EASSAVANN, GA	XXB023	FAIRBURN, GA	AA	ATLANTA TERMINAL	9.75189866	2.08	6.28
A 496	EASSAVANN, GA	XXB023	FAIRBURN, GA	GA	GEORGIA	8.89888264	7.06	108.34
A 496	EASSAVANN, GA	XXB023	FAIRBURN, GA	AU	AUGUSTA	2.7143336	0.91	19.78
ANB788	MANCHESTE, GA	XXB023	FAIRBURN, GA	AA	ATLANTA TERMINAL	18.00547913	4.84	0.02
ANB865	ATLANTA, GA	XXB023	FAIRBURN, GA	AA	ATLANTA TERMINAL	6.17116134	2.32	5.56
SG 575	HOWTRANSF, GA	XXB023	FAIRBURN, GA	AA	ATLANTA TERMINAL	6.17116134	0.38	0.8
YYG171	ATLHULSEY, GA	XXB023	FAIRBURN, GA	AA	ATLANTA TERMINAL	6.17116134	0.62	1.27
PLM 51	NEWELL, PA	BS 302	FAIRMONT, WV	FN	FOREIGN NETWORK	1.03111639	0.46	28.7
A 293	FLORENCE, SC	A 210	FAYETTEVI, NC	SE	SOUTH END	59.97100599	99.34	36.46
CA 83	RICFULTON, VA	A 210	FAYETTEVI, NC	ND	NORTH END	93.07640959	3.6	0.64
SE 359	WILMINGTO, NC	A 210	FAYETTEVI, NC	SE	SOUTH END	33.36716525	4.07	0
A 83	WELDON, NC	A 293	FLORENCE, SC	SE	SOUTH END	148.3311618	1.91	0.28
A 121	ROCMOUNT, NC	A 293	FLORENCE, SC	SE	SOUTH END	147.2366104	1333.75	199.4
A 136	WILSON, NC	A 293	FLORENCE, SC	SE	SOUTH END	130.0645671	0.92	0.16
A 210	FAYETTEVI, NC	A 293	FLORENCE, SC	SE	SOUTH END	59.97100599	25.42	9.33
AK 332	SUMTER, SC	A 293	FLORENCE, SC	LY	LANE	0.22200323	0.16	29.27
CA 83	RICFULTON, VA	A 293	FLORENCE, SC	SE	SOUTH END	148.3311618	122.73	18.21
CA 83	RICFULTON, VA	A 293	FLORENCE, SC	ND	NORTH END	93.07640959	49.25	8.73
CA 278	CLIFORGE, VA	A 293	FLORENCE, SC	SE	SOUTH END	148.3311618	5.63	0.83
CA 278	CLIFORGE, VA	A 293	FLORENCE, SC	FN	FOREIGN NETWORK	94.52375378	3.45	2.51
CA 278	CLIFORGE, VA	A 293	FLORENCE, SC	ND	NORTH END	93.07640959	2.55	0.83
CA 357	HINTON, WV	A 293	FLORENCE, SC	SE	SOUTH END	148.3311618	8.32	1.23
CA 357	HINTON, WV	A 293	FLORENCE, SC	FN	FOREIGN NETWORK	94.52375378	5.1	3.72
CA 357	HINTON, WV	A 293	FLORENCE, SC	ND	NORTH END	93.07640959	3.76	1.23
CA 357	HINTON, WV	A 293	FLORENCE, SC	AG	ALLEGHANY	77.51559495	1.99	0
CA 511	CERRIVER, WV	A 293	FLORENCE, SC	KP	KINGSPORT	6.01083533	0.42	9.91
CA 511	CERRIVER, WV	A 293	FLORENCE, SC	BS	BIG SANDY	1.57739357	0.08	5.82
CA 524	RUSSELL, KY	A 293	FLORENCE, SC	KP	KINGSPORT	6.01083533	0.18	4.3
CA 524	RUSSELL, KY	A 293	FLORENCE, SC	BS	BIG SANDY	1.57739357	0.04	2.52
CMO 5	MARTIN, KY	A 293	FLORENCE, SC	KP	KINGSPORT	6.01083533	0.08	1.83
S 249	HAMLET, NC	A 293	FLORENCE, SC	SE	SOUTH END	27.13943203	30.34	0.28
CD 1	COLUMBUS, OH	BI 36	FOSTORIA, OH	CS	COLUMBUS	45.03303505	9.1	9.6
QB 45	WORCESTER, MA	QB 21	FRAMINGHA, MA	FN	FOREIGN NETWORK	16.55922975	31.58	12.31
QBU 4	LEOMINSTE, MA	QB 21	FRAMINGHA, MA	BO	BOSTON	0.00243309	0	8.9
QVL219	READVILLE, MA	QB 21	FRAMINGHA, MA	FH	FRAMINGHAM	12.62947524	1.38	0.01
QC 285	SYRACUSE, NY	QMF 23	FULTON, NY	S0	SYRACUSE TERMINAL	1.21252323	0.15	0.85
QD 173	CLECOLLIN, OH	QI 80	GALION, OH	MY	MOUNT VICTORY	3.73380412	0.21	1.19
000006	LOUISVILL, KY	000159	GALLATIN, TN	ML	MAIN LINE	49.82600458	0.68	1.37
000ZA3	BEDPARK, IL	BI 128	GARRETT, IN	M5	BARR	2.22446453	0.18	0.89
000ZA3	BEDPARK, IL	BI 128	GARRETT, IN	FN	FOREIGN NETWORK	0.18735706	0.02	1.4
00C172	CORBIN, KY	BI 128	GARRETT, IN	CC	CC	88.14157611	3.08	3.1
00C172	CORBIN, KY	BI 128	GARRETT, IN	TO	TOLEDO	0.01959547	0	3.84
00C334	ETOWAH, TN	BI 128	GARRETT, IN	CC	CC	88.14157611	1.06	1.06
00C334	ETOWAH, TN	BI 128	GARRETT, IN	KD	KD	45.9695172	0.51	1.29
00C334	ETOWAH, TN	BI 128	GARRETT, IN	TO	TOLEDO	0.01959547	0	1.32
0KC110	CINCINNAT, OH	BI 128	GARRETT, IN	CT	CINCINNATI TERMINAL	22.31931653	10.19	0.21
0KC110	CINCINNAT, OH	BI 128	GARRETT, IN	TO	TOLEDO	0.01959547	0.05	388.63
AN 587	WAYCROSS, GA	BI 128	GARRETT, IN	CC	CC	88.14157611	0.58	0.58
CA 524	RUSSELL, KY	BI 128	GARRETT, IN	SB	SCOTTSLAWN SECONDARY	42.31501157	2.02	0.36
CA 524	RUSSELL, KY	BI 128	GARRETT, IN	NO	NORTHERN	11.74505938	1.17	9.25
CLS 63	PEACREEK, WV	BI 128	GARRETT, IN	SB	SCOTTSLAWN SECONDARY	42.31501157	1.16	0.21
CLS 63	PEACREEK, WV	BI 128	GARRETT, IN	NO	NORTHERN	11.74505938	0.67	5.3
QD 173	CLECOLLIN, OH	BI 128	GARRETT, IN	GH	GREENWICH	40.11453531	2.92	0
SG 575	HOWTRANSF, GA	BI 128	GARRETT, IN	CC	CC	88.14157611	0.57	0.57

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
00H277	ATKINSON, KY	IHB 1	GIBSON, IN	CP	CE AND D	143.389743	1.86	0.04
00H323	EVANSVILL, IN	IHB 1	GIBSON, IN	CP	CE AND D	143.389743	4.08	0.09
BG 204	WILLARD, OH	IHB 1	GIBSON, IN	CQ	GARRETT	107.3413461	0.97	0.59
BI 51	NORWESOHI, OH	IHB 1	GIBSON, IN	CQ	GARRETT	107.3413461	9.97	6.05
CA 379	QUINNIMON, WV	IHB 1	GIBSON, IN	CQ	GARRETT	107.3413461	10.63	6.45
CA 379	QUINNIMON, WV	IHB 1	GIBSON, IN	SB	SCOTTSLAWN SECONDARY	42.31501157	1.2	0.21
CA 379	QUINNIMON, WV	IHB 1	GIBSON, IN	KW	KANAWHA	31.83619483	1.76	3.58
CA 379	QUINNIMON, WV	IHB 1	GIBSON, IN	NO	NORTHERN	11.74505938	0.7	5.5
CA 524	RUSSELL, KY	IHB 1	GIBSON, IN	CQ	GARRETT	107.3413461	39.75	24.13
CA 524	RUSSELL, KY	IHB 1	GIBSON, IN	SB	SCOTTSLAWN SECONDARY	42.31501157	4.49	0.8
CA 524	RUSSELL, KY	IHB 1	GIBSON, IN	NO	NORTHERN	11.74505938	2.6	20.57
CD 1	COLUMBUS, OH	IHB 1	GIBSON, IN	CQ	GARRETT	107.3413461	5.55	3.37
CLF 35	DANVILLE, WV	IHB 1	GIBSON, IN	CQ	GARRETT	107.3413461	11.18	6.79
CLF 35	DANVILLE, WV	IHB 1	GIBSON, IN	SB	SCOTTSLAWN SECONDARY	42.31501157	1.26	0.22
CLF 35	DANVILLE, WV	IHB 1	GIBSON, IN	KW	KANAWHA	32.15301434	1.16	0.99
CLF 35	DANVILLE, WV	IHB 1	GIBSON, IN	NO	NORTHERN	11.74505938	0.73	5.78
CMO 5	MARTIN, KY	IHB 1	GIBSON, IN	CQ	GARRETT	107.3413461	5.27	3.2
CMO 5	MARTIN, KY	IHB 1	GIBSON, IN	NO	NORTHERN	11.74505938	0.34	2.73
CMO 5	MARTIN, KY	IHB 1	GIBSON, IN	BS	BIG SANDY	4.1536262	0.1	2.01
PLM 51	NEWELL, PA	IHB 1	GIBSON, IN	CQ	GARRETT	107.3413461	16.42	9.97
PLM 51	NEWELL, PA	IHB 1	GIBSON, IN	AK	NEW CASTLE	53.65407144	6.53	10.24
PLM 51	NEWELL, PA	IHB 1	GIBSON, IN	PI	PITTSBURGH	2.74920218	0.14	2.91
CA 83	RICFULTON, VA	CAB119	GLADSTONE, VA	RV	RIVANNA	49.13363309	0.55	0.77
BF 317	DEMMLER, PA	BF 324	GLENWOOD, PA	PI	PITTSBURGH	0.04079223	0.02	1.63
000489	MONTGOMER, AL	00K649	GOULDING, FL	MM	M AND M	120.5801877	137.48	0.03
000665	MOBILE, AL	00K649	GOULDING, FL	MM	M AND M	57.4797881	23.43	0.11
A 293	FLORENCE, SC	BA 280	GRAFTON, WV	SE	SOUTH END	148.3311618	2.26	0.34
A 293	FLORENCE, SC	BA 280	GRAFTON, WV	ND	NORTH END	93.07640959	1.02	0.33
BA 178	CUMBERLAN, MD	BA 280	GRAFTON, WV	MT	MOUNTAIN	94.93842891	172.42	8.62
BA 202	KEYSER, WV	BA 280	GRAFTON, WV	MT	MOUNTAIN	73.02621387	38.56	2.51
BA 384	PARKERSBU, WV	BA 280	GRAFTON, WV	SO	SHORT LINE	0.21413673	0.02	4.1
BAL 5	PENMARJEI, MD	BA 280	GRAFTON, WV	MT	MOUNTAIN	94.93842891	3.74	0.19
BAL 5	PENMARJEI, MD	BA 280	GRAFTON, WV	CU	CUMBERLAND	46.73325904	1.63	1.46
BAL 5	PENMARJEI, MD	BA 280	GRAFTON, WV	OM	OLD MAIN LINE	8.00482901	0.18	1.14
BAO 8	BALCURBAY, MD	BA 280	GRAFTON, WV	MT	MOUNTAIN	94.93842891	39.07	1.95
BAO 8	BALCURBAY, MD	BA 280	GRAFTON, WV	CU	CUMBERLAND	46.73325904	17.07	15.23
BAO 8	BALCURBAY, MD	BA 280	GRAFTON, WV	OM	OLD MAIN LINE	8.00482901	1.92	11.93
BN 38	BROJUNCTI, WV	BA 280	GRAFTON, WV	MT	MOUNTAIN	21.51730266	18	1.59
BUA 16	STORIVER, WV	BA 280	GRAFTON, WV	MT	MOUNTAIN	74.29827874	8.29	0.01
BUA 16	STORIVER, WV	BA 280	GRAFTON, WV	TM	THOMAS	30.77666205	1.49	0.09
CAE 13	NEWNEWS, VA	BA 280	GRAFTON, WV	MT	MOUNTAIN	94.93842891	7.27	0.36
CAE 13	NEWNEWS, VA	BA 280	GRAFTON, WV	PS	PENINSULA	72.66059885	4.15	0.09
CAE 13	NEWNEWS, VA	BA 280	GRAFTON, WV	CU	CUMBERLAND	46.73325904	3.18	2.83
PLM 51	NEWELL, PA	BA 280	GRAFTON, WV	FN	FOREIGN NETWORK	1.03111639	1.31	82.08
PLM 51	NEWELL, PA	BA 280	GRAFTON, WV	FT	FAIRMONT	0.00551014	0	13.27
CC 70	WIXOM, MI	CG 1	GRARAPIDS, MI	PO	PLYMOUTH	1.26071093	0.01	1.43
CG 115	NEWBUFFAL, MI	CG 1	GRARAPIDS, MI	ZD	GRAND RAPIDS	18.51920413	0.21	1.03
CH 1	DETROIT, MI	CG 1	GRARAPIDS, MI	DT	DETROIT	10.80083315	2.02	1.32
CH 1	DETROIT, MI	CG 1	GRARAPIDS, MI	PO	PLYMOUTH	0.6733424	0.87	158.14
AK 593	SPARTANBU, SC	AKJ591	GREENVILL, SC	PN	BELTON	29.21381747	27.39	2.42
000190	NASHVILLE, TN	SG 425	GREENWOOD, SC	WA	W AND A	61.87828624	0.61	0.52
00C334	ETOWAH, TN	SG 425	GREENWOOD, SC	ET	ETOWAH	8.88104806	0.16	1.44
00H323	EVANSVILL, IN	SG 425	GREENWOOD, SC	WA	W AND A	61.87828624	3.34	2.88
AK 593	SPARTANBU, SC	SG 425	GREENWOOD, SC	S3	SPARTANBURG	4.56042897	9.92	124.28
ANB865	ATLANTA, GA	SG 425	GREENWOOD, SC	AA	ATLANTA TERMINAL	15.62920894	2.31	0.15
S 249	HAMLET, NC	SG 425	GREENWOOD, SC	MN	MONROE	117.770474	300.6	110.2
S 249	HAMLET, NC	SG 425	GREENWOOD, SC	HT	HAMLET TERMINAL	6.68821396	1.5	1.66
S 362	CAYCE, SC	SG 425	GREENWOOD, SC	MN	MONROE	29.55074064	9.38	0.68
SF 306	MONROE, NC	SG 425	GREENWOOD, SC	MN	MONROE	117.770474	2.99	0.05
SG 331	CATAWBA, SC	SG 425	GREENWOOD, SC	MN	MONROE	94.23925798	24.72	0.55
BA 178	CUMBERLAN, MD	BAS111	HAGERSTOW, MD	CU	CUMBERLAND	44.31986853	94.52	19.99
BAV 21	CHAMBERSB, PA	BAS111	HAGERSTOW, MD	LR	LURGAN	0.63333113	0.12	3.86
S 653	BALDWIN, FL	ASG716	HAILE, FL	XB	BROOKER	26.22991655	1	0.36
BE 60	DAYTON, OH	BE 25	HAMILTON, OH	TO	TOLEDO	0.01959547	0.01	12.65
BE 131	LIMA, OH	BE 25	HAMILTON, OH	TO	TOLEDO	0.01959547	0.03	152.1
000190	NASHVILLE, TN	S 249	HAMLET, NC	MN	MONROE	132.9722724	1.22	0.4
00H323	EVANSVILL, IN	S 249	HAMLET, NC	MN	MONROE	132.9722724	5.21	1.69
00H323	EVANSVILL, IN	S 249	HAMLET, NC	WA	W AND A	61.87828624	1.58	1.36
A 121	ROCMOUNT, NC	S 249	HAMLET, NC	SE	SOUTH END	120.4643907	349.07	0.13

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Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
A 210	FAYETTEVI, NC	S 249	HAMLET, NC	SE	SOUTH END	33.19878629	1.39	0
A 293	FLORENCE, SC	S 249	HAMLET, NC	SE	SOUTH END	27.13943203	36.3	0.33
A 293	FLORENCE, SC	S 249	HAMLET, NC	HT	HAMLET TERMINAL	0.04832482	0.01	0.98
A 390	CHARLESTO, SC	S 249	HAMLET, NC	AN	ANDREWS	123.3156127	1.54	0.48
AK 459	AUGUSTA, GA	S 249	HAMLET, NC	MN	MONROE	119.4783157	0.81	0.29
ANB865	ATLANTA, GA	S 249	HAMLET, NC	MN	MONROE	132.9722724	2.26	0.73
CA 83	RICFULTON, VA	S 249	HAMLET, NC	SE	SOUTH END	121.5589421	10.73	0
CA 83	RICFULTON, VA	S 249	HAMLET, NC	ND	NORTH END	93.07640959	7.36	1.3
CA 278	CLIFORGE, VA	S 249	HAMLET, NC	SE	SOUTH END	121.5589421	2.18	0
CA 278	CLIFORGE, VA	S 249	HAMLET, NC	FN	FOREIGN NETWORK	94.52375378	2.28	1.66
CA 278	CLIFORGE, VA	S 249	HAMLET, NC	ND	NORTH END	93.07640959	1.68	0.55
CA 524	RUSSELL, KY	S 249	HAMLET, NC	KP	KINGSPORT	6.01083533	0.07	1.71
CA 524	RUSSELL, KY	S 249	HAMLET, NC	BS	BIG SANDY	1.57739357	0.01	1
SE 359	WILMINGTO, NC	S 249	HAMLET, NC	WM	WILMINGTON	72.27994002	92.3	39.97
SF 260	ROCKINGHA, NC	S 249	HAMLET, NC	HT	HAMLET TERMINAL	0.9708402	0.22	1.7
SF 306	MONROE, NC	S 249	HAMLET, NC	HT	HAMLET TERMINAL	6.68821396	0.63	0.7
SF 330	CHARLOTTE, NC	S 249	HAMLET, NC	HT	HAMLET TERMINAL	6.68821396	0.99	1.1
SG 425	GREENWOOD, SC	S 249	HAMLET, NC	MN	MONROE	117.770474	438.19	160.65
SG 425	GREENWOOD, SC	S 249	HAMLET, NC	HT	HAMLET TERMINAL	6.68821396	2.18	2.42
SG 575	HOWTRANSF, GA	S 249	HAMLET, NC	MN	MONROE	132.9722724	1.11	0.36
SH 365	ANDREWS, SC	S 249	HAMLET, NC	AN	ANDREWS	72.63677558	1.66	0.87
Z 94	KINGSPORT, TN	S 249	HAMLET, NC	HT	HAMLET TERMINAL	6.68821396	0.6	0.67
Z 94	KINGSPORT, TN	S 249	HAMLET, NC	KP	KINGSPORT	0.10680883	0.03	10.03
CA 278	CLIFORGE, VA	CA 429	HANDLEY, WV	AG	ALLEGHANY	75.52195844	3.88	0
CA 511	CERRIVER, WV	CA 429	HANDLEY, WV	KW	KANAWHA	31.83619483	1.46	2.26
CA 524	RUSSELL, KY	CA 429	HANDLEY, WV	KW	KANAWHA	31.83619483	13.78	27.18
CLF 35	DANVILLE, WV	CA 429	HANDLEY, WV	KW	KANAWHA	0.25635318	0.02	3.09
CMO 5	MARTIN, KY	CA 429	HANDLEY, WV	KW	KANAWHA	31.83619483	0.46	0.76
CMO 5	MARTIN, KY	CA 429	HANDLEY, WV	BS	BIG SANDY	4.1536262	0.06	1.23
00H277	ATKINSON, KY	00H313	HENDERSON, KY	HE	HENDERSON	1.29613884	0.57	15.25
W 38	HIGHROCK, NC	H 0	HIGHPOINT, NC	WD	WINSTON SALEM SOUTHBOUND	32.69103692	3.68	0.01
H 0	HIGHPOINT, NC	W 38	HIGHROCK, NC	WD	WINSTON SALEM SOUTHBOUND	32.69103692	1.84	0.01
A 121	ROCMOUNT, NC	CA 357	HINTON, WV	FN	FOREIGN NETWORK	94.52375378	1.53	1.11
A 121	ROCMOUNT, NC	CA 357	HINTON, WV	ND	NORTH END	93.07640959	1.13	0.37
BI 51	NORWESOHI, OH	CA 357	HINTON, WV	KW	KANAWHA	31.83619483	0.8	1.62
BI 51	NORWESOHI, OH	CA 357	HINTON, WV	NO	NORTHERN	11.74505938	0.31	2.49
CA 83	RICFULTON, VA	CA 357	HINTON, WV	FN	FOREIGN NETWORK	94.52375378	14.97	10.9
CA 83	RICFULTON, VA	CA 357	HINTON, WV	AG	ALLEGHANY	77.51559495	5.83	0
CA 278	CLIFORGE, VA	CA 357	HINTON, WV	AG	ALLEGHANY	75.52195844	138.17	0.03
CA 290	COVINGTON, VA	CA 357	HINTON, WV	AG	ALLEGHANY	64.3704515	1.68	0.01
CA 495	BARBOURSV, WV	CA 357	HINTON, WV	KW	KANAWHA	24.04481644	0.37	0.66
CA 511	CERRIVER, WV	CA 357	HINTON, WV	KW	KANAWHA	31.83619483	8.41	13.54
CA 524	RUSSELL, KY	CA 357	HINTON, WV	KW	KANAWHA	31.83619483	204.83	417.01
CAE 13	NEWNEWS, VA	CA 357	HINTON, WV	FN	FOREIGN NETWORK	94.52375378	1.55	1.13
CD 1	COLUMBUS, OH	CA 357	HINTON, WV	KW	KANAWHA	31.83619483	3.53	7.19
CD 1	COLUMBUS, OH	CA 357	HINTON, WV	NO	NORTHERN	11.74505938	1.4	11.03
CLF 35	DANVILLE, WV	CA 357	HINTON, WV	KW	KANAWHA	0.25635318	0.18	26.04
CLL 33	ELKRUNJUN, WV	CA 357	HINTON, WV	KW	KANAWHA	0.25635318	0.2	29.4
CLS 63	PEACREEK, WV	CA 357	HINTON, WV	NR	NEW RIVER	30.66788591	85.29	67.81
CMG102	COALRUN, KY	CA 357	HINTON, WV	KW	KANAWHA	31.83619483	5.69	9.72
CMG102	COALRUN, KY	CA 357	HINTON, WV	BS	BIG SANDY	1.16617416	0.24	20.63
CMG142	SHELBY, KY	CA 357	HINTON, WV	KW	KANAWHA	31.83619483	2.17	3.71
CMG142	SHELBY, KY	CA 357	HINTON, WV	BS	BIG SANDY	0.51201153	0.04	9.54
CMO 5	MARTIN, KY	CA 357	HINTON, WV	KW	KANAWHA	31.83619483	3.88	6.63
CMO 5	MARTIN, KY	CA 357	HINTON, WV	BS	BIG SANDY	4.1536262	0.5	10
PLM 51	NEWELL, PA	CA 357	HINTON, WV	KW	KANAWHA	26.29315025	1.84	3.58
PLM 51	NEWELL, PA	CA 357	HINTON, WV	FN	FOREIGN NETWORK	1.03111639	0.06	3.8
PLM 51	NEWELL, PA	CA 357	HINTON, WV	SO	SHORT LINE	0.21413673	0.01	3.02
00H323	EVANSVILL, IN	00ZA99	HOOPESTON, IL	CP	CE AND D	143.389743	11.07	0.24
0ZA123	DANVILLE, IL	00ZA99	HOOPESTON, IL	WQ	WOODLAND	16.00205339	0.83	0.41
S 841	TAMPA, FL	S 844	HOOPOINT, FL	TP	TAMPA TERMINAL	2.10053229	3.1	3.35
000190	NASHVILLE, TN	SG 575	HOWTRANSF, GA	WA	W AND A	61.87828624	1.52	1.31
000489	MONTGOMER, AL	SG 575	HOWTRANSF, GA	AW	AWP W OF A	88.6454077	122.81	88.77
000489	MONTGOMER, AL	SG 575	HOWTRANSF, GA	AA	ATLANTA TERMINAL	6.17116134	1.07	2.27
00C172	CORBIN, KY	SG 575	HOWTRANSF, GA	KD	KD	44.58196956	1.41	3.69
00C172	CORBIN, KY	SG 575	HOWTRANSF, GA	ET	ETOWAH	8.88104806	0.16	1.42
00C334	ETOWAH, TN	SG 575	HOWTRANSF, GA	ET	ETOWAH	8.88104806	0.17	1.49
00J146	WAUHATCHI, TN	SG 575	HOWTRANSF, GA	WA	W AND A	61.87735555	411.03	353.71
00J146	WAUHATCHI, TN	SG 575	HOWTRANSF, GA	AA	ATLANTA TERMINAL	1.75709958	2.01	20.69

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
00J240	CARTERSVI, GA	SG 575	HOWTRANSF, GA	AA	ATLANTA TERMINAL	1.75709958	0.17	1.74
00J240	CARTERSVI, GA	SG 575	HOWTRANSF, GA	WA	W AND A	0.22749491	0.03	2.65
AN 587	WAYCROSS, GA	SG 575	HOWTRANSF, GA	AA	ATLANTA TERMINAL	24.17664047	8.98	4.84
ANB788	MANCHESTE, GA	SG 575	HOWTRANSF, GA	AA	ATLANTA TERMINAL	24.17664047	18.52	9.98
ANB844	UNIONCITY, GA	SG 575	HOWTRANSF, GA	AA	ATLANTA TERMINAL	8.80419867	5.02	7.43
ANJ819	LAGRANGE, GA	SG 575	HOWTRANSF, GA	AW	AWP W OF A	5.40767486	0.11	0.95
BI 128	GARRETT, IN	SG 575	HOWTRANSF, GA	CC	CC	88.14157611	1.17	1.18
BI 128	GARRETT, IN	SG 575	HOWTRANSF, GA	KD	KD	45.9695172	0.56	1.43
BI 128	GARRETT, IN	SG 575	HOWTRANSF, GA	TO	TOLEDO	0.01959547	0	1.46
XXB023	FAIRBURN, GA	SG 575	HOWTRANSF, GA	AA	ATLANTA TERMINAL	6.17116134	2.88	6.08
YYG119	SOCCIRCLE, GA	SG 575	HOWTRANSF, GA	AA	ATLANTA TERMINAL	3.58073732	0.43	2.65
YYG146	LITHONIA, GA	SG 575	HOWTRANSF, GA	AA	ATLANTA TERMINAL	3.58073732	1.45	8.84
QG 15	SELKIRK, NY	QC 114	HUDSON, NY	FN	FOREIGN NETWORK	11.97119848	1.64	0.01
QG 15	SELKIRK, NY	QC 114	HUDSON, NY	C9	CASTLETON	9.01760614	1.35	0.6
QVA 19	NEWYOROAK, NY	QC 114	HUDSON, NY	FN	FOREIGN NETWORK	103.0112651	1.37	0.01
CA 454	CHARLESTO, WV	CA 505	HUNTINGTO, WV	KW	KANAWHA	24.99213493	8.12	7.02
CA 524	RUSSELL, KY	CA 505	HUNTINGTO, WV	KW	KANAWHA	6.8440599	7.36	14.57
CD 1	COLUMBUS, OH	CA 505	HUNTINGTO, WV	NO	NORTHERN	11.74505938	0.14	1.14
A 640	JACKSONVI, FL	AJT 20	JACFEC, FL	JT	JACKSONVILLE TERMINAL	1.65367439	1.97	0.05
ASK638	JACKSTOFC, FL	AJT 20	JACFEC, FL	JT	JACKSONVILLE TERMINAL	3.95644863	2.31	2.6
000N95	BRUCETON, TN	0NG152	JACKSON, TN	MP	MEMPHIS	41.78911757	5.32	3.28
000389	BIRMINGHA, AL	A 640	JACKSONVI, FL	LN	LINEVILLE	142.9280768	4.39	0.85
00H277	ATKINSON, KY	A 640	JACKSONVI, FL	WA	W AND A	61.87828624	2.08	1.79
00H277	ATKINSON, KY	A 640	JACKSONVI, FL	HE	HENDERSON	0.0169315	0	2.87
00H323	EVANSVILL, IN	A 640	JACKSONVI, FL	WA	W AND A	61.87828624	4.03	3.46
00H323	EVANSVILL, IN	A 640	JACKSONVI, FL	AA	ATLANTA TERMINAL	24.17664047	0.76	1
AN 587	WAYCROSS, GA	A 640	JACKSONVI, FL	JS	JESUP	32.9782881	62.31	0.71
ASK638	JACKSTOFC, FL	A 640	JACKSONVI, FL	JT	JACKSONVILLE TERMINAL	4.23294437	13.08	13.65
S 626	BUSCH, FL	A 640	JACKSONVI, FL	KI	KINGSLAND	4.1943028	2.04	1.98
S 653	BALDWIN, FL	A 640	JACKSONVI, FL	JT	JACKSONVILLE TERMINAL	19.16865856	9.05	0.02
XXB023	FAIRBURN, GA	A 640	JACKSONVI, FL	AA	ATLANTA TERMINAL	18.00547913	1.3	0
000389	BIRMINGHA, AL	ASK638	JACKSTOFC, FL	LN	LINEVILLE	142.9280768	9.49	1.85
000ZA3	BEDPARK, IL	ASK638	JACKSTOFC, FL	CP	CE AND D	143.389743	10.1	0.22
000ZA3	BEDPARK, IL	ASK638	JACKSTOFC, FL	WQ	WOODLAND	22.12426109	0.5	0.55
A 640	JACKSONVI, FL	ASK638	JACKSTOFC, FL	JT	JACKSONVILLE TERMINAL	4.23294437	10.55	11.01
BAK 88	BALBAYVIE, MD	ASK638	JACKSTOFC, FL	SE	SOUTH END	121.4721618	37.96	6.95
BAK 88	BALBAYVIE, MD	ASK638	JACKSTOFC, FL	ND	NORTH END	93.07640959	24.85	8.11
BAK 88	BALBAYVIE, MD	ASK638	JACKSTOFC, FL	WS	CAPITAL	1.41560069	0.1	2.16
BAL 5	PENMARJEI, MD	ASK638	JACKSTOFC, FL	SE	SOUTH END	121.4721618	0.93	0.17
QR 1	NBERGEN, NJ	ASK638	JACKSTOFC, FL	SE	SOUTH END	121.4721618	2.75	0.5
QR 1	NBERGEN, NJ	ASK638	JACKSTOFC, FL	ND	NORTH END	93.07640959	1.8	0.59
QR 1	NBERGEN, NJ	ASK638	JACKSTOFC, FL	PA	PHILADELPHIA	87.92617857	1.3	0.11
S 653	BALDWIN, FL	ASK638	JACKSTOFC, FL	JT	JACKSONVILLE TERMINAL	14.60782973	10.75	1.59
S 841	TAMPA, FL	ASK638	JACKSTOFC, FL	JT	JACKSONVILLE TERMINAL	14.60782973	1.1	0.16
SX 833	CENFLOILC, FL	ASK638	JACKSTOFC, FL	JT	JACKSONVILLE TERMINAL	14.60782973	2.12	0.31
BA 178	CUMBERLAN, MD	BAA 16	JESSUP, MD	CU	CUMBERLAND	46.73325904	19.81	17.68
BA 178	CUMBERLAN, MD	BAA 16	JESSUP, MD	WS	CAPITAL	3.63468477	0.35	1.64
BAO 8	BALCURBAY, MD	BAA 16	JESSUP, MD	WS	CAPITAL	0.38487028	0.14	2.93
BF 270	CONNELLSV, PA	BAA 16	JESSUP, MD	CU	CUMBERLAND	46.73325904	23.41	20.89
BF 270	CONNELLSV, PA	BAA 16	JESSUP, MD	WS	CAPITAL	3.63468477	0.42	1.94
BF 270	CONNELLSV, PA	BAA 16	JESSUP, MD	MH	KEYSTONE	0.65831611	0.33	45.1
CA 357	HINTON, WV	BAA 16	JESSUP, MD	FN	FOREIGN NETWORK	94.52375378	0.64	0.46
BF 227	ROCKWOOD, PA	BFC 45	JOHNSTOWN, PA	SC	S AND C	42.48835784	3.65	0.1
000006	LOUISVILL, KY	000187	KAYAVENUE, TN	ML	MAIN LINE	66.07090286	3.75	5.69
000190	NASHVILLE, TN	000187	KAYAVENUE, TN	NA	NASHVILLE TERMINAL	0.1026435	0.05	3.15
00H277	ATKINSON, KY	000187	KAYAVENUE, TN	HE	HENDERSON	0.0169315	0	5.94
ANB788	MANCHESTE, GA	000187	KAYAVENUE, TN	WA	W AND A	61.87828624	0.72	0.62
QS 235	ROSELAKE, IL	000187	KAYAVENUE, TN	IL	ILLINOIS	129.1517387	1.24	0.08
CD 1	COLUMBUS, OH	QT 72	KENTON, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	7.7	1.37
QS 9	AVON, IN	QT 72	KENTON, OH	IP	INDIANAPOLIS LINE	131.8185931	1.07	0.01
BA 280	GRAFTON, WV	BA 202	KEYSER, WV	MT	MOUNTAIN	73.02621387	519.12	33.73
BAO 8	BALCURBAY, MD	BA 202	KEYSER, WV	CU	CUMBERLAND	46.73325904	5.89	5.26
BAO 8	BALCURBAY, MD	BA 202	KEYSER, WV	OM	OLD MAIN LINE	8.00482901	0.66	4.12
BUA 16	STORIVER, WV	BA 202	KEYSER, WV	TM	THOMAS	30.77666205	1.55	0.1
CAE 13	NEWNEWS, VA	BA 202	KEYSER, WV	PS	PENINSULA	72.66059885	2.25	0.05
CAE 13	NEWNEWS, VA	BA 202	KEYSER, WV	CU	CUMBERLAND	46.73325904	1.72	1.54
0WB239	LOYALL, KY	Z 94	KINGSPORT, TN	CV	CV	54.93963599	25.09	0.03
AK 593	SPARTANBU, SC	Z 94	KINGSPORT, TN	BR	BLUE RIDGE	0.92361572	0.98	147.35
AK 593	SPARTANBU, SC	Z 94	KINGSPORT, TN	KP	KINGSPORT	0.10680883	0.03	11.93

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
CA 524	RUSSELL, KY	Z 94	KINGSPORT, TN	KP	KINGSPORT	5.9040265	0.31	5.39
CA 524	RUSSELL, KY	Z 94	KINGSPORT, TN	BS	BIG SANDY	1.57739357	0.09	6.02
CMG142	SHELBY, KY	Z 94	KINGSPORT, TN	KP	KINGSPORT	5.9040265	20.7	357.03
S 249	HAMLET, NC	Z 94	KINGSPORT, TN	KP	KINGSPORT	0.10680883	0.01	2.68
Z 245	BOSYARD, NC	Z 94	KINGSPORT, TN	KP	KINGSPORT	0.10680883	0.01	4.14
0ZA123	DANVILLE, IL	BI 246	KIRKYD, IN	WQ	WOODLAND	16.00205339	1.98	3.05
CA 524	RUSSELL, KY	BI 246	KIRKYD, IN	CQ	GARRETT	107.3413461	1.29	0.78
CMO 5	MARTIN, KY	BI 246	KIRKYD, IN	CQ	GARRETT	107.3413461	1.58	0.96
00C334	ETOWAH, TN	00C277	KNOXVILLE, TN	KD	KD	44.58196956	30.9	9.21
00H323	EVANSVILL, IN	00Q120	LAFAYETTE, IN	CP	CE AND D	93.26640804	23.46	0.18
00H323	EVANSVILL, IN	00Q120	LAFAYETTE, IN	ST	ST LOUIS LINE	29.9126555	2.47	0.07
00H323	EVANSVILL, IN	00Q120	LAFAYETTE, IN	M0	MONON	0.80656898	0.13	9.13
00Q180	LIMEDALE, IN	00Q120	LAFAYETTE, IN	M0	MONON	4.09964214	2.63	37.13
DD 2	CHICAGO, IL	00Q120	LAFAYETTE, IN	M0	MONON	31.3240387	1.41	2.8
QS 9	AVON, IN	00Q120	LAFAYETTE, IN	IT	INDIANAPOLIS TERMINAL	2.80105629	0.91	1.06
000389	BIRMINGHA, AL	ANJ819	LAGRANGE, GA	LN	LINEVILLE	142.9280768	18.95	0.07
000489	MONTGOMER, AL	ANJ819	LAGRANGE, GA	AW	AWP W OF A	83.23773284	81.26	16.8
00H323	EVANSVILL, IN	ANJ819	LAGRANGE, GA	WA	W AND A	61.87828624	0.62	0.53
ANJ910	TALLADEGA, AL	ANJ819	LAGRANGE, GA	LN	LINEVILLE	93.05291211	1.81	0.01
SG 575	HOWTRANSF, GA	ANJ819	LAGRANGE, GA	AW	AWP W OF A	5.40767486	0.14	1.19
QA 27	WOODBOURN, PA	QAJ 24	LANSDALE, PA	TN	TRENTON	21.14875797	6.87	6.03
CH 1	DETROIT, MI	CH 87	LANSING, MI	DT	DETROIT	10.80083315	2.38	1.56
CH 1	DETROIT, MI	CH 87	LANSING, MI	PO	PLYMOUTH	0.6733424	0.54	51.65
00C172	CORBIN, KY	SG 544	LAWRENCEV, GA	KD	KD	44.58196956	4.47	11.67
00C172	CORBIN, KY	SG 544	LAWRENCEV, GA	ET	ETOWAH	8.88104806	0.49	4.48
00C334	ETOWAH, TN	SG 544	LAWRENCEV, GA	ET	ETOWAH	8.88104806	0.39	3.51
PLD 18	RIGBY, ME	PLD104	LAWYARD, MA	PX	PORTLAND	74.6004568	44.2	0.54
QBG 5	EVERETT, MA	PLD104	LAWYARD, MA	FN	FOREIGN NETWORK	19.38820825	1.12	0.32
QB 21	FRAMINGHA, MA	QBU 4	LEOMINSTE, MA	BO	BOSTON	0.00243309	0	2.96
BJA155	PARMA, OH	BJ 136	LESTER, OH	CD	CLEVELAND	0.35993736	0.04	1.85
000006	LOUISVILL, KY	BE 131	LIMA, OH	LC	LCL	99.08886963	1.17	0.03
000006	LOUISVILL, KY	BE 131	LIMA, OH	TO	TOLEDO	0.01959547	0	1.32
00C172	CORBIN, KY	BE 131	LIMA, OH	CC	CC	88.14157611	1.98	1.99
00C172	CORBIN, KY	BE 131	LIMA, OH	TO	TOLEDO	0.01959547	0	1.45
0KC110	CINCINNAT, OH	BE 131	LIMA, OH	CT	CINCINNATI TERMINAL	22.31931653	33.58	0.7
0KC110	CINCINNAT, OH	BE 131	LIMA, OH	TO	TOLEDO	0.01959547	0.14	753.72
BED 14	MIDDLETOW, OH	BE 131	LIMA, OH	TO	TOLEDO	0.07794897	0	1.1
BG 204	WILLARD, OH	BE 131	LIMA, OH	CE	WILLARD	0.28087323	0.27	55.46
CA 524	RUSSELL, KY	BE 131	LIMA, OH	NO	NORTHERN	11.74505938	0.37	2.95
00Q120	LAFAYETTE, IN	00Q180	LIMEDALE, IN	M0	MONON	4.09964214	0.38	5.36
SG 575	HOWTRANSF, GA	YYG146	LITHONIA, GA	AA	ATLANTA TERMINAL	3.58073732	2.46	15.01
YYG171	ATLHULSEY, GA	YYG146	LITHONIA, GA	AA	ATLANTA TERMINAL	3.58073732	0.49	2.32
0KC207	PATIO, KY	00C158	LONDON, KY	CC	CC	74.49124174	2.22	0.03
BAA 16	JESSUP, MD	BG 89	LORDSTOWN, OH	CU	CUMBERLAND	46.73325904	1.51	1.35
BAA 16	JESSUP, MD	BG 89	LORDSTOWN, OH	PI	PITTSBURGH	2.50483517	0.09	3.87
BAA 16	JESSUP, MD	BG 89	LORDSTOWN, OH	MH	KEYSTONE	0.65831611	0.02	2.91
BG 58	NEWCASTLE, PA	BG 89	LORDSTOWN, OH	AK	NEW CASTLE	1.67557994	4.17	79.84
BG 204	WILLARD, OH	BG 89	LORDSTOWN, OH	AK	NEW CASTLE	53.65407144	26.06	23.28
CDA118	WALBRIDGE, OH	BG 89	LORDSTOWN, OH	AK	NEW CASTLE	53.65407144	2.37	2.12
QF 188	CRESTLINE, OH	BG 89	LORDSTOWN, OH	AK	NEW CASTLE	53.65407144	33.44	29.87
QF 188	CRESTLINE, OH	BG 89	LORDSTOWN, OH	MY	MOUNT VICTORY	0.20511859	0.03	2.76
QI 125	RIDGEWAY, OH	BG 89	LORDSTOWN, OH	AK	NEW CASTLE	53.65407144	1.6	1.43
QI 125	RIDGEWAY, OH	BG 89	LORDSTOWN, OH	MY	MOUNT VICTORY	44.236249	0.91	0.53
QS 9	AVON, IN	BG 89	LORDSTOWN, OH	IP	INDIANAPOLIS LINE	131.8185931	6	0.05
QS 9	AVON, IN	BG 89	LORDSTOWN, OH	MY	MOUNT VICTORY	58.5690852	1.69	0.74
QS 9	AVON, IN	BG 89	LORDSTOWN, OH	AK	NEW CASTLE	53.65407144	1.87	1.67
QTH 4	POTTERSBU, OH	BG 89	LORDSTOWN, OH	AK	NEW CASTLE	53.65407144	0.85	0.76
000109	BRISTOW, KY	000006	LOUISVILL, KY	ML	MAIN LINE	0.0075979	0	38.18
000118	MEMJUNCTI, KY	000006	LOUISVILL, KY	ML	MAIN LINE	8.58086499	5.1	59.56
000187	KAYAVENUE, TN	000006	LOUISVILL, KY	ML	MAIN LINE	66.07090286	4.64	7.03
000190	NASHVILLE, TN	000006	LOUISVILL, KY	ML	MAIN LINE	66.07090286	591.41	897.07
000190	NASHVILLE, TN	000006	LOUISVILL, KY	NA	NASHVILLE TERMINAL	6.4086719	5.9	9.89
000389	BIRMINGHA, AL	000006	LOUISVILL, KY	ML	MAIN LINE	66.07090286	38.55	58.47
000389	BIRMINGHA, AL	000006	LOUISVILL, KY	NA	NASHVILLE TERMINAL	6.4086719	0.48	1.11
000J20	SMYRNA, TN	000006	LOUISVILL, KY	ML	MAIN LINE	66.07090286	1.02	1.54
000T14	OBANNON, KY	000006	LOUISVILL, KY	LC	LCL	9.81397349	23.74	7.19
00C172	CORBIN, KY	000006	LOUISVILL, KY	CC	CC	88.90922282	1.02	0.02
00HN35	DOERUN, KY	000006	LOUISVILL, KY	LH	LH AND STL	26.84933801	10.2	0.83
00J146	WAUHATCHI, TN	000006	LOUISVILL, KY	ML	MAIN LINE	66.07090286	4.55	6.9

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
0KC110	CINCINNAT, OH	000006	LOUISVILL, KY	LC	LCL	99.08886963	913.75	23.04
0KC110	CINCINNAT, OH	000006	LOUISVILL, KY	CT	CINCINNATI TERMINAL	4.44833414	3.15	2.39
BE 131	LIMA, OH	000006	LOUISVILL, KY	LC	LCL	99.08886963	4.96	0.13
BE 131	LIMA, OH	000006	LOUISVILL, KY	TO	TOLEDO	0.01959547	0	5.6
CDA118	WALBRIDGE, OH	000006	LOUISVILL, KY	LC	LCL	99.08886963	43.34	1.09
CDA118	WALBRIDGE, OH	000006	LOUISVILL, KY	CT	CINCINNATI TERMINAL	28.15719614	3.68	0.29
CDA118	WALBRIDGE, OH	000006	LOUISVILL, KY	TO	TOLEDO	0.01959547	0.01	119.37
QD 173	CLECOLLIN, OH	000006	LOUISVILL, KY	LC	LCL	99.08886963	2.88	0.07
QD 173	CLECOLLIN, OH	000006	LOUISVILL, KY	MY	MOUNT VICTORY	58.5690852	1.41	0.62
QD 173	CLECOLLIN, OH	000006	LOUISVILL, KY	TO	TOLEDO	0.01959547	0	1.45
QF 188	CRESTLINE, OH	000006	LOUISVILL, KY	LC	LCL	99.08886963	0.99	0.02
QS 9	AVON, IN	000006	LOUISVILL, KY	L2	LIRC	55.5352645	105.9	98.81
QTH 4	POTTERSBU, OH	000006	LOUISVILL, KY	LC	LCL	99.08886963	19.67	0.5
QTH 4	POTTERSBU, OH	000006	LOUISVILL, KY	CT	CINCINNATI TERMINAL	28.15719614	1.66	0.13
QTH 4	POTTERSBU, OH	000006	LOUISVILL, KY	IP	INDIANAPOLIS LINE	23.46889474	1.13	0.05
QTH 4	POTTERSBU, OH	000006	LOUISVILL, KY	TO	TOLEDO	0.01959547	0	9.95
00C172	CORBIN, KY	0WB239	LOYALL, KY	CV	CV	33.55113406	5.44	5.31
Z 94	KINGSPORT, TN	0WB239	LOYALL, KY	CV	CV	54.93963599	4.68	0.01
CA 83	RICFULTON, VA	CAB146	LYNCHBURG, VA	RV	RIVANNA	49.13363309	9.56	13.5
QC 371	ROCHESTER, NY	QC 335	LYONS, NY	RC	ROCHESTER	23.6875271	1.31	0.54
000187	KAYAVENUE, TN	ANB788	MANCHESTE, GA	WA	W AND A	61.87828624	0.7	0.6
000190	NASHVILLE, TN	ANB788	MANCHESTE, GA	WA	W AND A	61.87828624	8.29	7.14
000190	NASHVILLE, TN	ANB788	MANCHESTE, GA	AA	ATLANTA TERMINAL	24.17664047	1.57	2.07
000389	BIRMINGHA, AL	ANB788	MANCHESTE, GA	LN	LINEVILLE	142.9280768	478.74	93.11
000389	BIRMINGHA, AL	ANB788	MANCHESTE, GA	BU	BOYLES TERMINAL	15.50584595	5.73	1.28
000489	MONTGOMER, AL	ANB788	MANCHESTE, GA	AW	AWP W OF A	83.23773284	496.82	102.69
000489	MONTGOMER, AL	ANB788	MANCHESTE, GA	LN	LINEVILLE	2.35069146	4.21	49.84
000ZA3	BEDPARK, IL	ANB788	MANCHESTE, GA	CP	CE AND D	143.389743	56.77	1.24
000ZA3	BEDPARK, IL	ANB788	MANCHESTE, GA	WA	W AND A	61.87828624	2.34	2.01
000ZA3	BEDPARK, IL	ANB788	MANCHESTE, GA	AA	ATLANTA TERMINAL	24.17664047	0.44	0.58
000ZA3	BEDPARK, IL	ANB788	MANCHESTE, GA	WQ	WOODLAND	22.12426109	2.79	3.1
00C172	CORBIN, KY	ANB788	MANCHESTE, GA	KD	KD	44.58196956	0.57	1.5
00C334	ETOWAH, TN	ANB788	MANCHESTE, GA	ET	ETOWAH	8.88104806	0.17	1.48
00H323	EVANSVILL, IN	ANB788	MANCHESTE, GA	WA	W AND A	61.87828624	5.89	5.07
00H323	EVANSVILL, IN	ANB788	MANCHESTE, GA	AA	ATLANTA TERMINAL	24.17664047	1.12	1.47
00J146	WAUHATCHI, TN	ANB788	MANCHESTE, GA	WA	W AND A	61.87735555	48.9	42.08
00J146	WAUHATCHI, TN	ANB788	MANCHESTE, GA	AA	ATLANTA TERMINAL	24.17664047	9.28	12.2
0ZA123	DANVILLE, IL	ANB788	MANCHESTE, GA	CP	CE AND D	143.389743	2.79	0.06
0ZA123	DANVILLE, IL	ANB788	MANCHESTE, GA	WA	W AND A	61.87828624	0.95	0.82
A 496	EASSAVANN, GA	ANB788	MANCHESTE, GA	FZ	FITZGERALD	198.8444319	64.24	0.04
ANB865	ATLANTA, GA	ANB788	MANCHESTE, GA	AA	ATLANTA TERMINAL	24.17664047	72.76	44.34
ANJ910	TALLADEGA, AL	ANB788	MANCHESTE, GA	LN	LINEVILLE	93.05291211	1.55	0.46
XXB023	FAIRBURN, GA	ANB788	MANCHESTE, GA	AA	ATLANTA TERMINAL	18.00547913	3.86	0.01
BAK 25	WILMINGTO, DE	QRR 33	MANVILLE, NJ	PA	PHILADELPHIA	27.25158647	0.82	0.2
BAK 25	WILMINGTO, DE	QRR 33	MANVILLE, NJ	TN	TRENTON	18.96753234	0.85	1.43
QHE 5	PHIGREENW, PA	QRR 33	MANVILLE, NJ	TN	TRENTON	18.96753234	35.68	59.87
QHE 5	PHIGREENW, PA	QRR 33	MANVILLE, NJ	PA	PHILADELPHIA	4.64341944	1.94	2.77
CD 1	COLUMBUS, OH	CD 46	MARION, OH	CS	COLUMBUS	4.49159944	0.14	1.44
CA 511	CERRIVER, WV	CMO 5	MARTIN, KY	BS	BIG SANDY	4.1536262	0.06	1.13
CA 524	RUSSELL, KY	CMO 5	MARTIN, KY	BS	BIG SANDY	4.1536262	1.49	29.59
CMG142	SHELBY, KY	CMO 5	MARTIN, KY	BS	BIG SANDY	4.66563773	0.47	2.78
000006	LOUISVILL, KY	QI 101	MARYARD, OH	LC	LCL	99.08886963	2.02	0.05
000006	LOUISVILL, KY	QI 101	MARYARD, OH	TO	TOLEDO	0.01959547	0	1.02
0KC110	CINCINNAT, OH	QI 101	MARYARD, OH	TO	TOLEDO	0.01959547	0	4.65
CD 1	COLUMBUS, OH	QI 101	MARYARD, OH	CS	COLUMBUS	4.52362692	6.34	65.04
QS 9	AVON, IN	QI 101	MARYARD, OH	IP	INDIANAPOLIS LINE	131.8185931	137.85	1.04
QC 285	SYRACUSE, NY	QM 161	MASSENA, NY	S7	ST LAWRENCE	37.50248421	65.06	210.1
QM 226	BEAUHARNO, PQ	QM 161	MASSENA, NY	M2	MONTREAL	29.15088757	6.97	2.99
SE 297	LUMBERTON, NC	SE 275	MCNAIR, NC	WM	WILMINGTON	11.95151493	0.88	0.8
CA 83	RICFULTON, VA	CA 369	MEACREEK, WV	FN	FOREIGN NETWORK	94.52375378	0.86	0.63
CA 278	CLIFORGE, VA	CA 369	MEACREEK, WV	AG	ALLEGHANY	75.52195844	7.85	0
000006	LOUISVILL, KY	000118	MEMJUNCTI, KY	ML	MAIN LINE	8.58086499	9.28	108.33
000190	NASHVILLE, TN	000118	MEMJUNCTI, KY	NA	NASHVILLE TERMINAL	6.4086719	1.46	2.45
000187	KAYAVENUE, TN	00F371	MEMPHIS, TN	MP	MEMPHIS	128.9125113	2.54	0.05
000187	KAYAVENUE, TN	00F371	MEMPHIS, TN	BC	BRUCETON	74.99104137	0.99	0.16
000190	NASHVILLE, TN	00F371	MEMPHIS, TN	MP	MEMPHIS	128.9125113	1.92	0.04
0KC110	CINCINNAT, OH	BED 14	MIDDLETOW, OH	CT	CINCINNATI TERMINAL	22.31931653	1.27	0.03
BE 131	LIMA, OH	BED 14	MIDDLETOW, OH	TO	TOLEDO	0.07794897	0	1.94
BI 51	NORWESOHI, OH	BED 14	MIDDLETOW, OH	TO	TOLEDO	0.07794897	0.02	28.96

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
CA 511	CERRIVER, WV	BED 14	MIDDLETOW, OH	ZE	CINCINNATI	104.035221	31.04	1.02
CA 511	CERRIVER, WV	BED 14	MIDDLETOW, OH	CT	CINCINNATI TERMINAL	28.63998336	3.2	1.3
CA 524	RUSSELL, KY	BED 14	MIDDLETOW, OH	ZE	CINCINNATI	104.035221	22.18	0.73
CA 524	RUSSELL, KY	BED 14	MIDDLETOW, OH	CT	CINCINNATI TERMINAL	28.63998336	2.28	0.93
CDA120	TOLDOCK, OH	BED 14	MIDDLETOW, OH	TT	TOLEDO TERMINAL	7.16961802	1.74	1.38
CDA120	TOLDOCK, OH	BED 14	MIDDLETOW, OH	TO	TOLEDO	0.07794897	0.24	509.17
CH 1	DETROIT, MI	BED 14	MIDDLETOW, OH	TT	TOLEDO TERMINAL	7.16961802	3	15.24
CH 1	DETROIT, MI	BED 14	MIDDLETOW, OH	TO	TOLEDO	0.07794897	0.12	259.05
000707	PASCAGOUL, MS	000665	MOBILE, AL	NM	NO AND M	4.26185025	4.18	36.29
000801	NEWORLEAN, LA	000665	MOBILE, AL	NM	NO AND M	98.32573202	1598.26	601.75
00K649	GOULDING, FL	000665	MOBILE, AL	MM	M AND M	57.4797881	13.43	0.06
AN 587	WAYCROSS, GA	000665	MOBILE, AL	DO	DOTHAN	118.2334125	0.78	0.59
ANB788	MANCHESTE, GA	000665	MOBILE, AL	AW	AWP W OF A	83.23773284	29.91	6.18
ANB788	MANCHESTE, GA	000665	MOBILE, AL	LN	LINEVILLE	2.35069146	0.25	3
00C172	CORBIN, KY	SF 306	MONROE, NC	CV	CV	88.49077005	1.93	0.72
S 249	HAMLET, NC	SF 306	MONROE, NC	HT	HAMLET TERMINAL	6.68821396	1.55	1.72
SG 425	GREENWOOD, SC	SF 306	MONROE, NC	MN	MONROE	117.770474	3.41	0.06
000389	BIRMINGHA, AL	000489	MONTGOMER, AL	BU	BOYLES TERMINAL	15.50584595	20.3	4.52
000801	NEWORLEAN, LA	000489	MONTGOMER, AL	NM	NO AND M	98.32573202	17.6	6.63
00C172	CORBIN, KY	000489	MONTGOMER, AL	AW	AWP W OF A	88.6454077	7.55	5.46
00C172	CORBIN, KY	000489	MONTGOMER, AL	KD	KD	44.58196956	4	10.45
00C172	CORBIN, KY	000489	MONTGOMER, AL	ET	ETOWAH	8.88104806	0.44	4.01
00K649	GOULDING, FL	000489	MONTGOMER, AL	MM	M AND M	120.5801877	129.35	0.03
AN 587	WAYCROSS, GA	000489	MONTGOMER, AL	DO	DOTHAN	118.2334125	140.59	106.23
AN 587	WAYCROSS, GA	000489	MONTGOMER, AL	TH	THOMASVILLE	61.290565	37.02	26.55
AN 759	SAFFOLD, GA	000489	MONTGOMER, AL	DO	DOTHAN	118.2334125	1.74	0.36
ANB788	MANCHESTE, GA	000489	MONTGOMER, AL	AW	AWP W OF A	83.23773284	202.39	41.83
ANB788	MANCHESTE, GA	000489	MONTGOMER, AL	LN	LINEVILLE	2.35069146	1.72	20.3
ANB865	ATLANTA, GA	000489	MONTGOMER, AL	AW	AWP W OF A	88.6454077	3.9	2.82
ANJ819	LAGRANGE, GA	000489	MONTGOMER, AL	AW	AWP W OF A	83.23773284	4.01	0.83
CC 82	PLYMOUTH, MI	000489	MONTGOMER, AL	ML	MAIN LINE	66.07090286	0.45	0.68
CC 82	PLYMOUTH, MI	000489	MONTGOMER, AL	TO	TOLEDO	0.01959547	0	1.14
CD 1	COLUMBUS, OH	000489	MONTGOMER, AL	ML	MAIN LINE	66.07090286	0.87	1.33
QS 9	AVON, IN	000489	MONTGOMER, AL	ML	MAIN LINE	66.07090286	1.09	1.65
QS 9	AVON, IN	000489	MONTGOMER, AL	L2	LIRC	55.5352645	0.59	0.55
SG 575	HOWTRANSF, GA	000489	MONTGOMER, AL	AW	AWP W OF A	88.6454077	38.7	27.97
SG 575	HOWTRANSF, GA	000489	MONTGOMER, AL	AA	ATLANTA TERMINAL	6.17116134	0.34	0.72
XXB012	COLPARK, GA	000489	MONTGOMER, AL	AW	AWP W OF A	88.6454077	11.84	8.56
XXB023	FAIRBURN, GA	000489	MONTGOMER, AL	AW	AWP W OF A	83.23773284	6.4	4.92
QS 9	AVON, IN	BD 99	MORRISTOW, IN	HL	INDIANAPOLIS	1.99923068	0.53	6.02
QA 27	WOODBOURN, PA	QZ 3	MORRISVIL, PA	TN	TRENTON	1.66041991	0.95	0.91
PLD104	LAWYARD, MA	NSU 37	NASHUA, NH	FN	FOREIGN NETWORK	9.80830411	0.92	0.52
000006	LOUISVILL, KY	000190	NASHVILLE, TN	ML	MAIN LINE	66.07090286	545.93	828.08
000006	LOUISVILL, KY	000190	NASHVILLE, TN	NA	NASHVILLE TERMINAL	6.4086719	5.45	9.13
000118	MEMJUNCTI, KY	000190	NASHVILLE, TN	NA	NASHVILLE TERMINAL	6.4086719	0.75	1.25
000187	KAYAVENUE, TN	000190	NASHVILLE, TN	NA	NASHVILLE TERMINAL	0.1026435	0.03	1.78
000J20	SMYRNA, TN	000190	NASHVILLE, TN	NA	NASHVILLE TERMINAL	4.00126575	2.11	1.73
000J32	MURFREESB, TN	000190	NASHVILLE, TN	NA	NASHVILLE TERMINAL	4.00126575	0.71	0.58
000N95	BRUCETON, TN	000190	NASHVILLE, TN	BC	BRUCETON	74.99104137	637.58	105.43
000N95	BRUCETON, TN	000190	NASHVILLE, TN	NA	NASHVILLE TERMINAL	2.51510736	2.27	6.2
000N95	BRUCETON, TN	000190	NASHVILLE, TN	MP	MEMPHIS	1.94179979	0.82	1.01
00F371	MEMPHIS, TN	000190	NASHVILLE, TN	MP	MEMPHIS	128.9125113	2.1	0.04
00H235	CASKYYARD, KY	000190	NASHVILLE, TN	NA	NASHVILLE TERMINAL	4.38897478	1.79	4.41
00H277	ATKINSON, KY	000190	NASHVILLE, TN	HE	HENDERSON	0.0169315	0	3.49
00H323	EVANSVILL, IN	000190	NASHVILLE, TN	NA	NASHVILLE TERMINAL	4.38897478	6.24	15.36
00J146	WAUHATCHI, TN	000190	NASHVILLE, TN	NA	NASHVILLE TERMINAL	4.00126575	1.56	1.27
00Q120	LAFAYETTE, IN	000190	NASHVILLE, TN	CP	CE AND D	93.26640804	3.66	0.03
00Q120	LAFAYETTE, IN	000190	NASHVILLE, TN	M0	MONON	0.80656898	0.02	1.43
0ZA123	DANVILLE, IL	000190	NASHVILLE, TN	CP	CE AND D	143.389743	5.41	0.12
AN 587	WAYCROSS, GA	000190	NASHVILLE, TN	WA	W AND A	61.87828624	16.8	14.46
AN 587	WAYCROSS, GA	000190	NASHVILLE, TN	AA	ATLANTA TERMINAL	24.17664047	3.19	4.19
ANB788	MANCHESTE, GA	000190	NASHVILLE, TN	WA	W AND A	61.87828624	5.92	5.1
ANB788	MANCHESTE, GA	000190	NASHVILLE, TN	AA	ATLANTA TERMINAL	24.17664047	1.12	1.48
QS 9	AVON, IN	000190	NASHVILLE, TN	ML	MAIN LINE	66.07090286	8.13	12.32
QS 9	AVON, IN	000190	NASHVILLE, TN	L2	LIRC	55.5352645	4.39	4.09
S 249	HAMLET, NC	000190	NASHVILLE, TN	MN	MONROE	132.9722724	1.42	0.46
SG 575	HOWTRANSF, GA	000190	NASHVILLE, TN	WA	W AND A	61.87828624	2.52	2.17
BN 38	BROJUNCTI, WV	BN 29	NATRIUM, WV	OR	OHIO RIVER	0.51365289	0.49	8.95
000ZA3	BEDPARK, IL	QR 1	NBERGEN, NJ	CQ	GARRETT	107.3413461	1.72	1.04

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
ASK638	JACKSTOFC, FL	QR 1	NBERGEN, NJ	SE	SOUTH END	121.4721618	1.63	0.3
ASK638	JACKSTOFC, FL	QR 1	NBERGEN, NJ	ND	NORTH END	93.07640959	1.06	0.35
BAK 15	TWINOAKS, PA	QR 1	NBERGEN, NJ	TN	TRENTON	19.8536663	0.72	1.16
BAK 88	BALBAYVIE, MD	QR 1	NBERGEN, NJ	PA	PHILADELPHIA	87.84106607	60.49	4.57
BAK 88	BALBAYVIE, MD	QR 1	NBERGEN, NJ	TN	TRENTON	19.8536663	7.5	12.01
BBF 8	PHIEASSID, PA	QR 1	NBERGEN, NJ	TN	TRENTON	19.85302832	2.09	3.35
QHE 5	PHIGREENW, PA	QR 1	NBERGEN, NJ	TN	TRENTON	19.8536663	1.07	1.71
QC 371	ROCHESTER, NY	QC 341	NEWARK, NY	RC	ROCHESTER	18.25805008	0.75	0.4
SG 425	GREENWOOD, SC	C 43	NEWBERRY, SC	MN	MONROE	29.55074064	10.56	0.76
CDA118	WALBRIDGE, OH	CC 98	NEWBOSTON, MI	TT	TOLEDO TERMINAL	1.63607422	1.84	41.65
CG 1	GRARAPIDS, MI	CG 115	NEWBUFFAL, MI	ZD	GRAND RAPIDS	18.51920413	0.25	1.22
BA 178	CUMBERLAN, MD	BG 58	NEWCASTLE, PA	PI	PITTSBURGH	2.50483517	2.27	92.88
BA 178	CUMBERLAN, MD	BG 58	NEWCASTLE, PA	MH	KEYSTONE	0.65831611	0.52	69.89
BAA 16	JESSUP, MD	BG 58	NEWCASTLE, PA	CU	CUMBERLAND	46.73325904	12.62	11.26
BAA 16	JESSUP, MD	BG 58	NEWCASTLE, PA	WS	CAPITAL	3.63468477	0.23	1.05
BAA 16	JESSUP, MD	BG 58	NEWCASTLE, PA	PI	PITTSBURGH	2.50483517	0.79	32.3
BAA 16	JESSUP, MD	BG 58	NEWCASTLE, PA	MH	KEYSTONE	0.65831611	0.18	24.31
BAK 15	TWINOAKS, PA	BG 58	NEWCASTLE, PA	PA	PHILADELPHIA	73.49223799	3.45	0.02
BAK 15	TWINOAKS, PA	BG 58	NEWCASTLE, PA	CU	CUMBERLAND	46.73325904	2.66	2.37
BAK 15	TWINOAKS, PA	BG 58	NEWCASTLE, PA	OM	OLD MAIN LINE	8.00482901	0.3	1.86
BAK 15	TWINOAKS, PA	BG 58	NEWCASTLE, PA	PI	PITTSBURGH	2.50483517	0.17	6.81
BAK 15	TWINOAKS, PA	BG 58	NEWCASTLE, PA	MH	KEYSTONE	0.65831611	0.04	5.12
BF 270	CONNELLSV, PA	BG 58	NEWCASTLE, PA	PI	PITTSBURGH	2.50483517	2.86	113.87
BF 317	DEMMLER, PA	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	1.67557994	1.31	3.19
BG 80	OHIJUNCTI, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	1.67557994	0.09	1.12
BG 89	LORDSTOWN, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	1.67557994	0.49	9.33
BG 144	WARWICK, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	55.32965138	0.92	0.54
BG 204	WILLARD, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	55.32965138	437.56	632.99
CD 1	COLUMBUS, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	55.32965138	7.54	10.91
CDA118	WALBRIDGE, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	55.32965138	6.09	8.81
CDA120	TOLDOCK, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	55.32965138	0.93	1.34
PLM 51	NEWELL, PA	BG 58	NEWCASTLE, PA	PI	PITTSBURGH	2.74920218	2.5	51
QC 434	BUFFALO, NY	BG 58	NEWCASTLE, PA	EW	ERIE WEST	112.1358562	10.19	0.01
QD 130	WESASHTAB, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	1.67557994	0.25	2.49
QF 188	CRESTLINE, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	55.32965138	173.85	251.5
QF 188	CRESTLINE, OH	BG 58	NEWCASTLE, PA	MY	MOUNT VICTORY	0.20511859	0.1	10.44
QI 125	RIDGEWAY, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	55.32965138	5.67	8.21
QI 125	RIDGEWAY, OH	BG 58	NEWCASTLE, PA	MY	MOUNT VICTORY	44.236249	2.34	1.36
QS 9	AVON, IN	BG 58	NEWCASTLE, PA	IP	INDIANAPOLIS LINE	131.8185931	28.13	0.21
QS 9	AVON, IN	BG 58	NEWCASTLE, PA	MY	MOUNT VICTORY	58.5690852	7.9	3.46
QS 9	AVON, IN	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	55.32965138	12.01	17.37
QTH 4	POTTERSBU, OH	BG 58	NEWCASTLE, PA	AK	NEW CASTLE	55.32965138	1.74	2.52
QTH 4	POTTERSBU, OH	BG 58	NEWCASTLE, PA	MY	MOUNT VICTORY	45.10689652	0.74	0.42
BA 280	GRAFTON, WV	PLM 51	NEWELL, PA	FN	FOREIGN NETWORK	1.03111639	1.31	82.18
BA 280	GRAFTON, WV	PLM 51	NEWELL, PA	FT	FAIRMONT	0.00551014	0	13.29
BAL 5	PENMARJEI, MD	PLM 51	NEWELL, PA	CU	CUMBERLAND	46.73325904	5.15	4.59
BAL 5	PENMARJEI, MD	PLM 51	NEWELL, PA	OM	OLD MAIN LINE	8.00482901	0.58	3.6
BAL 5	PENMARJEI, MD	PLM 51	NEWELL, PA	MH	KEYSTONE	0.65831611	0.07	9.92
BAL 5	PENMARJEI, MD	PLM 51	NEWELL, PA	PI	PITTSBURGH	0.27258252	0.02	2.6
BG 58	NEWCASTLE, PA	PLM 51	NEWELL, PA	PI	PITTSBURGH	2.74920218	0.36	7.33
BS 302	FAIRMONT, WV	PLM 51	NEWELL, PA	FN	FOREIGN NETWORK	1.03111639	0.08	5.19
CD 1	COLUMBUS, OH	PLM 51	NEWELL, PA	AK	NEW CASTLE	53.65407144	4.75	7.45
CD 1	COLUMBUS, OH	PLM 51	NEWELL, PA	PI	PITTSBURGH	2.74920218	0.1	2.12
CDA120	TOLDOCK, OH	PLM 51	NEWELL, PA	AK	NEW CASTLE	53.65407144	1.62	2.53
IHB 1	GIBSON, IN	PLM 51	NEWELL, PA	CQ	GARRETT	107.3413461	2.36	1.43
IHB 1	GIBSON, IN	PLM 51	NEWELL, PA	AK	NEW CASTLE	53.65407144	0.94	1.47
QF 188	CRESTLINE, OH	PLM 51	NEWELL, PA	AK	NEW CASTLE	53.65407144	4.58	7.18
QF 188	CRESTLINE, OH	PLM 51	NEWELL, PA	PI	PITTSBURGH	2.74920218	0.1	2.04
BA 76	BRUNSWICK, MD	CAE 13	NEWNEWS, VA	PS	PENINSULA	72.66059885	2.69	0.06
BA 178	CUMBERLAN, MD	CAE 13	NEWNEWS, VA	PS	PENINSULA	72.66059885	2.18	0.05
BA 178	CUMBERLAN, MD	CAE 13	NEWNEWS, VA	CU	CUMBERLAND	46.73325904	1.67	1.49
BA 202	KEYSER, WV	CAE 13	NEWNEWS, VA	PS	PENINSULA	72.66059885	8	0.18
BA 202	KEYSER, WV	CAE 13	NEWNEWS, VA	CU	CUMBERLAND	46.73325904	6.12	5.46
BA 280	GRAFTON, WV	CAE 13	NEWNEWS, VA	MT	MOUNTAIN	94.93842891	15.18	0.76
BA 280	GRAFTON, WV	CAE 13	NEWNEWS, VA	PS	PENINSULA	72.66059885	8.66	0.19
BA 280	GRAFTON, WV	CAE 13	NEWNEWS, VA	CU	CUMBERLAND	46.73325904	6.63	5.92
CA 278	CLIFORGE, VA	CAE 13	NEWNEWS, VA	FN	FOREIGN NETWORK	94.52375378	169.84	123.68
CA 278	CLIFORGE, VA	CAE 13	NEWNEWS, VA	PS	PENINSULA	72.66059885	59.29	1.3
CA 357	HINTON, WV	CAE 13	NEWNEWS, VA	FN	FOREIGN NETWORK	94.52375378	75.34	54.87

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
CA 357	HINTON, WV	CAE 13	NEWNEWS, VA	AG	ALLEGHANY	77.51559495	29.33	0.01
CA 357	HINTON, WV	CAE 13	NEWNEWS, VA	PS	PENINSULA	72.66059885	26.3	0.58
CAB146	LYNCHBURG, VA	CAE 13	NEWNEWS, VA	RV	RIVANNA	49.13363309	0.86	1.22
000665	MOBILE, AL	000801	NEWORLEAN, LA	NM	NO AND M	98.32573202	898.63	338.34
AX 881	SOUFORMEA, FL	SVC838	NEWWALES, FL	VL	VALRICO	5.34881046	7.11	35.85
SVC851	AGROCK, FL	SVC838	NEWWALES, FL	B7	BREWSTER	0.45452324	1	25.99
QG 15	SELKIRK, NY	QVA 19	NEWYOROAK, NY	FN	FOREIGN NETWORK	114.9800083	168.09	1.64
QG 15	SELKIRK, NY	QVA 19	NEWYOROAK, NY	C9	CASTLETON	9.01760614	1.48	0.66
QC 434	BUFFALO, NY	QDN 25	NIAFALLS, NY	NG	NIAGARA	3.3062714	4.2	18.84
QC 434	BUFFALO, NY	QDN 25	NIAFALLS, NY	BE	BELT	0.03675671	0.02	3.46
QDN 10	BUFKENYAR, NY	QDN 25	NIAFALLS, NY	NG	NIAGARA	3.72787746	0.54	1.93
A 83	WELDON, NC	SH 414	NORCHARLE, SC	SE	SOUTH END	121.4721618	2.42	0.44
A 496	EASSAVANN, GA	SH 511	NORSAVANN, GA	B0	SAVANNAH	4.08852798	1.5	0.81
000ZA3	BEDPARK, IL	BI 51	NORWESOHI, OH	CQ	GARRETT	107.3413461	350.13	212.58
000ZA3	BEDPARK, IL	BI 51	NORWESOHI, OH	M5	BARR	2.22446453	0.55	2.71
000ZA3	BEDPARK, IL	BI 51	NORWESOHI, OH	FN	FOREIGN NETWORK	0.18735706	0.05	4.26
0KC110	CINCINNAT, OH	BI 51	NORWESOHI, OH	CT	CINCINNATI TERMINAL	22.31931653	1.93	0.04
0KC110	CINCINNAT, OH	BI 51	NORWESOHI, OH	TO	TOLEDO	0.01959547	0.01	73.62
BA 178	CUMBERLAN, MD	BI 51	NORWESOHI, OH	AK	NEW CASTLE	53.65407144	88.28	138.33
BA 178	CUMBERLAN, MD	BI 51	NORWESOHI, OH	PI	PITTSBURGH	2.50483517	3.09	126.13
BA 178	CUMBERLAN, MD	BI 51	NORWESOHI, OH	MH	KEYSTONE	0.65831611	0.7	94.91
BED 14	MIDDLETOW, OH	BI 51	NORWESOHI, OH	TO	TOLEDO	0.07794897	0	2.31
BF 270	CONNELLSV, PA	BI 51	NORWESOHI, OH	AK	NEW CASTLE	53.65407144	1.85	2.89
BF 270	CONNELLSV, PA	BI 51	NORWESOHI, OH	PI	PITTSBURGH	2.50483517	0.06	2.54
BG 58	NEWCASTLE, PA	BI 51	NORWESOHI, OH	AK	NEW CASTLE	55.32965138	27.98	40.47
CA 524	RUSSELL, KY	BI 51	NORWESOHI, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	1.78	0.32
CA 524	RUSSELL, KY	BI 51	NORWESOHI, OH	NO	NORTHERN	11.74505938	1.03	8.16
CD 1	COLUMBUS, OH	BI 51	NORWESOHI, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	5.36	0.95
CH 1	DETROIT, MI	BI 51	NORWESOHI, OH	TT	TOLEDO TERMINAL	2.31628726	0.23	3.55
CH 12	OAK, MI	BI 51	NORWESOHI, OH	TT	TOLEDO TERMINAL	2.31628726	0.16	2.44
CLS 63	PEACREEK, WV	BI 51	NORWESOHI, OH	NO	NORTHERN	11.74505938	0.16	1.25
DCQ 25	CHIFIVNIN, IL	BI 51	NORWESOHI, OH	CQ	GARRETT	107.3413461	500	303.57
DCQ 25	CHIFIVNIN, IL	BI 51	NORWESOHI, OH	M5	BARR	2.22446453	0.79	3.87
QD 173	CLECOLLIN, OH	BI 51	NORWESOHI, OH	GH	GREENWICH	40.11453531	63.31	0.01
QQM 2	DETTRAILV, MI	BI 51	NORWESOHI, OH	TT	TOLEDO TERMINAL	2.31628726	1.21	18.99
BI 51	NORWESOHI, OH	CH 12	OAK, MI	TT	TOLEDO TERMINAL	2.31628726	0.38	5.96
BAK 25	WILMINGTO, DE	QX 7	OAKISLAND, NJ	TN	TRENTON	19.8536663	0.52	0.84
BBF 8	PHIEASSID, PA	QX 7	OAKISLAND, NJ	TN	TRENTON	19.85302832	23.46	37.61
000190	NASHVILLE, TN	000189	OAKSTNASH, TN	NA	NASHVILLE TERMINAL	0.1026435	0.04	1.75
0ZA123	DANVILLE, IL	000309	OAKWORTH, AL	CP	CE AND D	143.389743	1.01	0.02
000006	LOUISVILL, KY	000T14	OBANNON, KY	LC	LCL	9.81397349	5.93	1.8
0KC110	CINCINNAT, OH	000T14	OBANNON, KY	LC	LCL	89.2768114	62.72	0.37
BG 89	LORDSTOWN, OH	000T14	OBANNON, KY	LC	LCL	89.2768114	3.36	0.02
BG 89	LORDSTOWN, OH	000T14	OBANNON, KY	MY	MOUNT VICTORY	58.5690852	2.07	0.91
BG 89	LORDSTOWN, OH	000T14	OBANNON, KY	AK	NEW CASTLE	53.65407144	2.29	2.05
BG 89	LORDSTOWN, OH	000T14	OBANNON, KY	TO	TOLEDO	0.01959547	0	2.13
QC 434	BUFFALO, NY	000T14	OBANNON, KY	LC	LCL	89.2768114	6.19	0.04
QC 434	BUFFALO, NY	000T14	OBANNON, KY	MY	MOUNT VICTORY	58.5690852	3.81	1.67
QC 434	BUFFALO, NY	000T14	OBANNON, KY	TO	TOLEDO	0.01959547	0	3.93
QD 173	CLECOLLIN, OH	000T14	OBANNON, KY	LC	LCL	89.2768114	5.18	0.03
QD 173	CLECOLLIN, OH	000T14	OBANNON, KY	MY	MOUNT VICTORY	58.5690852	3.19	1.4
QD 173	CLECOLLIN, OH	000T14	OBANNON, KY	TO	TOLEDO	0.01959547	0	3.29
QF 188	CRESTLINE, OH	000T14	OBANNON, KY	LC	LCL	89.2768114	3.69	0.02
QF 188	CRESTLINE, OH	000T14	OBANNON, KY	MY	MOUNT VICTORY	58.77420379	1.72	0.13
QF 188	CRESTLINE, OH	000T14	OBANNON, KY	TO	TOLEDO	0.01959547	0	2.34
QI 125	RIDGEWAY, OH	000T14	OBANNON, KY	LC	LCL	89.2768114	13.38	0.08
QI 125	RIDGEWAY, OH	000T14	OBANNON, KY	CT	CINCINNATI TERMINAL	28.15719614	1.42	0.11
QI 125	RIDGEWAY, OH	000T14	OBANNON, KY	IP	INDIANAPOLIS LINE	23.46889474	0.96	0.04
QI 125	RIDGEWAY, OH	000T14	OBANNON, KY	TO	TOLEDO	0.01959547	0	8.5
QTH 4	POTTERSBU, OH	000T14	OBANNON, KY	LC	LCL	89.2768114	3.86	0.02
QTH 4	POTTERSBU, OH	000T14	OBANNON, KY	TO	TOLEDO	0.01959547	0	2.45
BG 58	NEWCASTLE, PA	BG 80	OHIJUNCTI, OH	AK	NEW CASTLE	1.67557994	0.52	6.51
BG 204	WILLARD, OH	BG 80	OHIJUNCTI, OH	AK	NEW CASTLE	53.65407144	15.11	16.66
QS 9	AVON, IN	BG 80	OHIJUNCTI, OH	IP	INDIANAPOLIS LINE	131.8185931	5.4	0.04
QS 9	AVON, IN	BG 80	OHIJUNCTI, OH	MY	MOUNT VICTORY	58.5690852	1.52	0.66
QS 9	AVON, IN	BG 80	OHIJUNCTI, OH	AK	NEW CASTLE	53.65407144	1.86	2.06
DD 2	CHICAGO, IL	BIF 84	OTTAWA, IL	NK	NEW ROCK	35.9772686	1.96	0.58
BA 280	GRAFTON, WV	BA 384	PARKERSBU, WV	SO	SHORT LINE	0.21413673	0.01	1.5
CA 524	RUSSELL, KY	BA 384	PARKERSBU, WV	KW	KANAWHA	9.98830036	6.27	8.51

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
BG 204	WILLARD, OH	BJA155	PARMA, OH	GH	GREENWICH	40.11466531	2.52	0
BJ 136	LESTER, OH	BJA155	PARMA, OH	CD	CLEVELAND	0.35993736	0.03	1.35
BJB 75	CLEVELAND, OH	BJA155	PARMA, OH	CD	CLEVELAND	6.02047486	1.95	0.8
QD 173	CLECOLLIN, OH	BJA155	PARMA, OH	SH	CLEVELAND SHORT LINE	6.03957653	4.46	7.64
000665	MOBILE, AL	000707	PASCAGOUL, MS	NM	NO AND M	4.26185025	6.9	59.9
00C158	LONDON, KY	0KC207	PATIO, KY	CC	CC	74.49124174	2.36	0.03
00C172	CORBIN, KY	0KC207	PATIO, KY	CC	CC	88.14157611	13.79	0.16
0KC110	CINCINNAT, OH	0KC207	PATIO, KY	CT	CINCINNATI TERMINAL	3.24058605	0.27	0.78
QHE 5	PHIGREENW, PA	QAW 3	PAVONIA, NJ	PA	PHILADELPHIA	4.83629354	4.81	3.25
CA 83	RICFULTON, VA	CLS 63	PEACREEK, WV	FN	FOREIGN NETWORK	153.4277737	3.79	1.7
CA 278	CLIFORGE, VA	CLS 63	PEACREEK, WV	AG	ALLEGHANY	75.52195844	22.33	0.01
CA 278	CLIFORGE, VA	CLS 63	PEACREEK, WV	NR	NEW RIVER	30.66788591	7.03	5.79
CA 357	HINTON, WV	CLS 63	PEACREEK, WV	NR	NEW RIVER	30.66788591	4.1	3.26
CA 429	HANDLEY, WV	CLS 63	PEACREEK, WV	KW	KANAWHA	27.56651097	1.18	1.77
CA 454	CHARLESTO, WV	CLS 63	PEACREEK, WV	KW	KANAWHA	27.56651097	0.7	0.34
CA 524	RUSSELL, KY	CLS 63	PEACREEK, WV	KW	KANAWHA	11.00797681	2.28	4.47
CAE 13	NEWNEWS, VA	CLS 63	PEACREEK, WV	FN	FOREIGN NETWORK	153.4277737	3.26	1.46
000ZA3	BEDPARK, IL	BAL 5	PENMARJEI, MD	CQ	GARRETT	107.3413461	6.94	4.21
000ZA3	BEDPARK, IL	BAL 5	PENMARJEI, MD	AK	NEW CASTLE	53.65407144	2.76	4.33
000ZA3	BEDPARK, IL	BAL 5	PENMARJEI, MD	CU	CUMBERLAND	46.73325904	1.54	1.38
000ZA3	BEDPARK, IL	BAL 5	PENMARJEI, MD	OM	OLD MAIN LINE	8.00482901	0.17	1.08
000ZA3	BEDPARK, IL	BAL 5	PENMARJEI, MD	PI	PITTSBURGH	2.50483517	0.1	3.95
000ZA3	BEDPARK, IL	BAL 5	PENMARJEI, MD	MH	KEYSTONE	0.65831611	0.02	2.97
BA 178	CUMBERLAN, MD	BAL 5	PENMARJEI, MD	CU	CUMBERLAND	46.73325904	8.4	7.49
BA 178	CUMBERLAN, MD	BAL 5	PENMARJEI, MD	OM	OLD MAIN LINE	8.00482901	0.94	5.87
BF 270	CONNELLSV, PA	BAL 5	PENMARJEI, MD	CU	CUMBERLAND	46.73325904	19.24	17.17
BF 270	CONNELLSV, PA	BAL 5	PENMARJEI, MD	OM	OLD MAIN LINE	8.00482901	2.16	13.45
BF 270	CONNELLSV, PA	BAL 5	PENMARJEI, MD	MH	KEYSTONE	0.65831611	0.27	37.07
PLM 51	NEWELL, PA	BAL 5	PENMARJEI, MD	CU	CUMBERLAND	46.73325904	12.59	11.23
PLM 51	NEWELL, PA	BAL 5	PENMARJEI, MD	OM	OLD MAIN LINE	8.00482901	1.41	8.8
PLM 51	NEWELL, PA	BAL 5	PENMARJEI, MD	MH	KEYSTONE	0.65831611	0.18	24.25
PLM 51	NEWELL, PA	BAL 5	PENMARJEI, MD	PI	PITTSBURGH	0.27258252	0.04	6.35
QG 15	SELKIRK, NY	BBF 8	PHIEASSID, PA	TN	TRENTON	19.85302832	2.66	4.26
QR 1	NBERGEN, NJ	BBF 8	PHIEASSID, PA	TN	TRENTON	19.85302832	0.58	0.94
QAW 3	PAVONIA, NJ	QHE 5	PHIGREENW, PA	PA	PHILADELPHIA	4.83629354	2.8	1.89
QG 15	SELKIRK, NY	QHE 5	PHIGREENW, PA	TN	TRENTON	19.8536663	19.38	31.06
QG 15	SELKIRK, NY	QHE 5	PHIGREENW, PA	PA	PHILADELPHIA	4.64341944	0.99	1.41
QK 3	SOUKEARNY, NJ	QHE 5	PHIGREENW, PA	TN	TRENTON	19.8536663	14.95	23.97
QK 3	SOUKEARNY, NJ	QHE 5	PHIGREENW, PA	PA	PHILADELPHIA	4.64341944	0.76	1.09
QR 1	NBERGEN, NJ	QHE 5	PHIGREENW, PA	TN	TRENTON	19.8536663	0.41	0.66
QX 7	OAKISLAND, NJ	QHE 5	PHIGREENW, PA	TN	TRENTON	19.8536663	12.38	19.85
QX 7	OAKISLAND, NJ	QHE 5	PHIGREENW, PA	PA	PHILADELPHIA	4.64341944	0.63	0.9
CD 1	COLUMBUS, OH	CC 82	PLYMOUTH, MI	CS	COLUMBUS	45.03250135	0.65	0.68
CDA118	WALBRIDGE, OH	CC 82	PLYMOUTH, MI	TT	TOLEDO TERMINAL	1.63607422	0.13	2.97
CH 1	DETROIT, MI	CC 82	PLYMOUTH, MI	DT	DETROIT	10.80039965	8.63	5.67
QQM 2	DETTRAILV, MI	CC 82	PLYMOUTH, MI	DT	DETROIT	10.83377359	2.76	2.37
A 26	COLLIER, VA	AB 235	PORTSMOUT, VA	PM	PORTSMOUTH	74.79561047	2.61	0.07
A 121	ROCMOUNT, NC	AB 235	PORTSMOUT, VA	PM	PORTSMOUTH	74.79561047	34.39	0.96
CA 83	RICFULTON, VA	AB 235	PORTSMOUT, VA	PM	PORTSMOUTH	74.79561047	24.07	0.67
CA 83	RICFULTON, VA	AB 235	PORTSMOUT, VA	ND	NORTH END	54.50163725	15.98	4.84
000006	LOUISVILL, KY	QTH 4	POTTERSBU, OH	LC	LCL	99.08886963	2.65	0.07
000006	LOUISVILL, KY	QTH 4	POTTERSBU, OH	TO	TOLEDO	0.01959547	0	1.34
BG 89	LORDSTOWN, OH	QTH 4	POTTERSBU, OH	AK	NEW CASTLE	53.65407144	23.13	20.66
BG 89	LORDSTOWN, OH	QTH 4	POTTERSBU, OH	MY	MOUNT VICTORY	45.10689652	13.52	7.69
CD 1	COLUMBUS, OH	QTH 4	POTTERSBU, OH	SB	SCOTTSLAWN SECONDARY	26.12967714	16.12	4.73
QD 173	CLECOLLIN, OH	QTH 4	POTTERSBU, OH	MY	MOUNT VICTORY	45.10689652	16.08	9.14
QF 188	CRESTLINE, OH	QTH 4	POTTERSBU, OH	MY	MOUNT VICTORY	45.31201511	1.07	0.11
0ZA123	DANVILLE, IL	0ZA259	PRINCETON, IN	CP	CE AND D	130.00544	1.7	0.04
CA 524	RUSSELL, KY	0ZA259	PRINCETON, IN	ZE	CINCINNATI	104.035221	1.99	0.07
CD 1	COLUMBUS, OH	0ZA259	PRINCETON, IN	IP	INDIANAPOLIS LINE	131.8185931	5.73	0.04
CD 1	COLUMBUS, OH	0ZA259	PRINCETON, IN	CP	CE AND D	79.88210502	2.08	0.02
QI 247	SOUANDYAR, IN	0ZA259	PRINCETON, IN	CP	CE AND D	79.88210502	3.32	0.03
QI 247	SOUANDYAR, IN	0ZA259	PRINCETON, IN	ST	ST LOUIS LINE	44.60336313	1.06	0.02
QS 9	AVON, IN	0ZA259	PRINCETON, IN	CP	CE AND D	79.88210502	35.75	0.31
QS 9	AVON, IN	0ZA259	PRINCETON, IN	ST	ST LOUIS LINE	44.60336313	11.43	0.23
00H323	EVANSVILL, IN	DIH 35	PROVISO, IL	CP	CE AND D	143.389743	1.01	0.02
CA 278	CLIFORGE, VA	CA 379	QUINNIMON, WV	AG	ALLEGHANY	75.52195844	9.44	0
CA 524	RUSSELL, KY	CA 379	QUINNIMON, WV	KW	KANAWHA	31.83619483	2.63	5.36
SF 260	ROCKINGHA, NC	SH 317	RAINS, SC	AN	ANDREWS	24.07717346	32.11	50.85

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Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
QB 21	FRAMINGHA, MA	QVL219	READVILLE, MA	FH	FRAMINGHAM	12.62947524	3.87	0.04
QB 21	FRAMINGHA, MA	QVL219	READVILLE, MA	FN	FOREIGN NETWORK	10.04216119	2.48	0.03
A 121	ROCMOUNT, NC	CA 83	RICFULTON, VA	ND	NORTH END	93.07640959	101.86	18.06
A 121	ROCMOUNT, NC	CA 83	RICFULTON, VA	RP	BELLWOOD	0.07534249	0.01	1.34
A 293	FLORENCE, SC	CA 83	RICFULTON, VA	SE	SOUTH END	148.3311618	8.47	1.26
A 293	FLORENCE, SC	CA 83	RICFULTON, VA	ND	NORTH END	93.07640959	3.4	0.6
AB 235	PORTSMOUT, VA	CA 83	RICFULTON, VA	PM	PORTSMOUTH	74.79561047	7.21	0.2
AB 235	PORTSMOUT, VA	CA 83	RICFULTON, VA	ND	NORTH END	54.50163725	4.79	1.45
BA 202	KEYSER, WV	CA 83	RICFULTON, VA	CU	CUMBERLAND	46.73325904	1.44	1.28
BA 280	GRAFTON, WV	CA 83	RICFULTON, VA	MT	MOUNTAIN	94.93842891	11.93	0.6
BA 280	GRAFTON, WV	CA 83	RICFULTON, VA	CU	CUMBERLAND	46.73325904	5.21	4.65
CA 278	CLIFORGE, VA	CA 83	RICFULTON, VA	FN	FOREIGN NETWORK	94.52375378	1651.46	1202.61
CA 278	CLIFORGE, VA	CA 83	RICFULTON, VA	RM	RICHMOND TERMINAL	1.15028316	0.55	1.58
CA 357	HINTON, WV	CA 83	RICFULTON, VA	FN	FOREIGN NETWORK	94.52375378	397.4	289.39
CA 357	HINTON, WV	CA 83	RICFULTON, VA	AG	ALLEGHANY	77.51559495	168.85	0.04
CA 379	QUINNIMON, WV	CA 83	RICFULTON, VA	FN	FOREIGN NETWORK	94.52375378	0.83	0.6
CA 429	HANDLEY, WV	CA 83	RICFULTON, VA	FN	FOREIGN NETWORK	94.52375378	3.32	2.41
CA 429	HANDLEY, WV	CA 83	RICFULTON, VA	AG	ALLEGHANY	77.51559495	1.29	0
CA 511	CERRIVER, WV	CA 83	RICFULTON, VA	FN	FOREIGN NETWORK	94.52375378	5.22	3.8
CA 511	CERRIVER, WV	CA 83	RICFULTON, VA	AG	ALLEGHANY	77.51559495	2.03	0
CA 511	CERRIVER, WV	CA 83	RICFULTON, VA	KW	KANAWHA	31.83619483	0.89	1.44
CA 524	RUSSELL, KY	CA 83	RICFULTON, VA	FN	FOREIGN NETWORK	94.52375378	19.44	14.15
CA 524	RUSSELL, KY	CA 83	RICFULTON, VA	AG	ALLEGHANY	77.51559495	7.57	0
CA 524	RUSSELL, KY	CA 83	RICFULTON, VA	KW	KANAWHA	31.83619483	3.87	7.89
CAB119	GLADSTONE, VA	CA 83	RICFULTON, VA	RV	RIVANNA	49.13363309	1.53	2.13
CAB146	LYNCHBURG, VA	CA 83	RICFULTON, VA	RV	RIVANNA	49.13363309	2.59	3.66
CD 1	COLUMBUS, OH	CA 83	RICFULTON, VA	FN	FOREIGN NETWORK	94.52375378	0.83	0.6
CLS 63	PEACREEK, WV	CA 83	RICFULTON, VA	FN	FOREIGN NETWORK	153.4277737	0.86	0.38
S 249	HAMLET, NC	CA 83	RICFULTON, VA	SE	SOUTH END	121.5589421	1.08	0
000006	LOUISVILL, KY	QI 125	RIDGEWAY, OH	LC	LCL	99.08886963	52.53	1.32
000006	LOUISVILL, KY	QI 125	RIDGEWAY, OH	CT	CINCINNATI TERMINAL	28.15719614	4.44	0.35
000006	LOUISVILL, KY	QI 125	RIDGEWAY, OH	IP	INDIANAPOLIS LINE	23.46889474	3.01	0.13
000006	LOUISVILL, KY	QI 125	RIDGEWAY, OH	TO	TOLEDO	0.01959547	0.01	26.56
0KC110	CINCINNAT, OH	QI 125	RIDGEWAY, OH	IP	INDIANAPOLIS LINE	23.46889474	1.15	0.05
0KC110	CINCINNAT, OH	QI 125	RIDGEWAY, OH	CT	CINCINNATI TERMINAL	22.31931653	1.01	0.02
0KC110	CINCINNAT, OH	QI 125	RIDGEWAY, OH	TO	TOLEDO	0.01959547	0	10.18
BG 89	LORDSTOWN, OH	QI 125	RIDGEWAY, OH	AK	NEW CASTLE	53.65407144	2.89	2.58
BG 89	LORDSTOWN, OH	QI 125	RIDGEWAY, OH	MY	MOUNT VICTORY	44.236249	1.63	0.95
QC 434	BUFFALO, NY	QI 125	RIDGEWAY, OH	MY	MOUNT VICTORY	44.236249	4.3	2.49
QD 173	CLECOLLIN, OH	QI 125	RIDGEWAY, OH	MY	MOUNT VICTORY	44.236249	3.26	1.89
QF 188	CRESTLINE, OH	QI 125	RIDGEWAY, OH	MY	MOUNT VICTORY	44.44136759	6.13	0.63
QS 9	AVON, IN	QI 125	RIDGEWAY, OH	IP	INDIANAPOLIS LINE	131.8185931	148.48	1.12
PLD104	LAWYARD, MA	PLD 18	RIGBY, ME	PX	PORTLAND	74.6004568	18.07	0.22
QBZ 28	AYER, MA	PLD 18	RIGBY, ME	PX	PORTLAND	74.6004568	154.03	1.88
QBZ 28	AYER, MA	PLD 18	RIGBY, ME	FN	FOREIGN NETWORK	3.93824033	1.81	7.58
WAT115	WATERVILL, ME	PLD 18	RIGBY, ME	WV	WATERVILLE	38.18906106	74.25	66.95
A 83	WELDON, NC	SA 83	ROARAPIDS, NC	ND	NORTH END	1.05270685	0.26	1
QC 285	SYRACUSE, NY	QC 371	ROCHESTER, NY	RC	ROCHESTER	62.33307298	53.9	8.49
QC 285	SYRACUSE, NY	QC 371	ROCHESTER, NY	S0	SYRACUSE TERMINAL	6.32165935	1	1.09
QG 15	SELKIRK, NY	QC 371	ROCHESTER, NY	RC	ROCHESTER	62.33307298	3.52	0.56
SH 317	RAINS, SC	SF 260	ROCKINGHA, NC	AN	ANDREWS	24.07717346	9.09	14.39
S 841	TAMPA, FL	AZA882	ROCKPORT, FL	TP	TAMPA TERMINAL	1.4689012	0.73	1.47
BA 178	CUMBERLAN, MD	BF 227	ROCKWOOD, PA	MH	KEYSTONE	0.65831611	0.03	1.87
BFC 45	JOHNSTOWN, PA	BF 227	ROCKWOOD, PA	SC	S AND C	42.48835784	1.68	0.05
PLE 21	COLONA, PA	BF 227	ROCKWOOD, PA	PI	PITTSBURGH	2.50483517	0.06	2.03
000190	NASHVILLE, TN	A 121	ROCMOUNT, NC	MN	MONROE	132.9722724	2.32	0.75
000190	NASHVILLE, TN	A 121	ROCMOUNT, NC	SE	SOUTH END	120.4643907	1.43	0
000190	NASHVILLE, TN	A 121	ROCMOUNT, NC	WA	W AND A	61.87828624	0.7	0.6
A 83	WELDON, NC	A 121	ROCMOUNT, NC	ND	NORTH END	35.45886391	13.42	0.62
A 293	FLORENCE, SC	A 121	ROCMOUNT, NC	SE	SOUTH END	147.2366104	1109.74	165.91
AB 235	PORTSMOUT, VA	A 121	ROCMOUNT, NC	PM	PORTSMOUTH	74.79561047	20.83	0.58
ANB865	ATLANTA, GA	A 121	ROCMOUNT, NC	MN	MONROE	132.9722724	1.17	0.38
CA 83	RICFULTON, VA	A 121	ROCMOUNT, NC	ND	NORTH END	93.07640959	395.4	70.11
CA 83	RICFULTON, VA	A 121	ROCMOUNT, NC	RP	BELLWOOD	0.07534249	0.03	5.2
CA 278	CLIFORGE, VA	A 121	ROCMOUNT, NC	FN	FOREIGN NETWORK	94.52375378	14.15	10.3
CA 278	CLIFORGE, VA	A 121	ROCMOUNT, NC	ND	NORTH END	93.07640959	10.43	3.4
CA 357	HINTON, WV	A 121	ROCMOUNT, NC	FN	FOREIGN NETWORK	94.52375378	23.59	17.18
CA 357	HINTON, WV	A 121	ROCMOUNT, NC	ND	NORTH END	93.07640959	17.4	5.68
CA 357	HINTON, WV	A 121	ROCMOUNT, NC	AG	ALLEGHANY	77.51559495	9.18	0

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
CA 429	HANDLEY, WV	A 121	ROCMOUNT, NC	FN	FOREIGN NETWORK	94.52375378	0.76	0.56
CA 511	CERRIVER, WV	A 121	ROCMOUNT, NC	FN	FOREIGN NETWORK	94.52375378	1.25	0.91
CA 511	CERRIVER, WV	A 121	ROCMOUNT, NC	ND	NORTH END	93.07640959	0.92	0.3
CA 524	RUSSELL, KY	A 121	ROCMOUNT, NC	FN	FOREIGN NETWORK	94.52375378	13.42	9.77
CA 524	RUSSELL, KY	A 121	ROCMOUNT, NC	ND	NORTH END	93.07640959	9.89	3.23
CA 524	RUSSELL, KY	A 121	ROCMOUNT, NC	AG	ALLEGHANY	77.51559495	5.22	0
CA 524	RUSSELL, KY	A 121	ROCMOUNT, NC	KW	KANAWHA	31.83619483	2.68	5.45
S 229	ABERDEEN, NC	A 121	ROCMOUNT, NC	SE	SOUTH END	120.4643907	1.03	0
S 249	HAMLET, NC	A 121	ROCMOUNT, NC	SE	SOUTH END	120.4643907	222.8	0.08
SE 359	WILMINGTO, NC	A 121	ROCMOUNT, NC	SE	SOUTH END	120.6327696	82.68	0.03
CDA118	WALBRIDGE, OH	QS 235	ROSELAKE, IL	TO	TOLEDO	0.00467058	0	1.4
QF 188	CRESTLINE, OH	QS 235	ROSELAKE, IL	IP	INDIANAPOLIS LINE	131.8185931	1.09	0.01
QG 15	SELKIRK, NY	QG 39	ROTJUNCTI, NY	SK	SELKIRK	2.07265737	1.88	20.77
00C172	CORBIN, KY	CA 524	RUSSELL, KY	ZE	CINCINNATI	104.035221	20.8	0.69
00C172	CORBIN, KY	CA 524	RUSSELL, KY	CC	CC	88.14157611	28.93	29.08
00C334	ETOWAH, TN	CA 524	RUSSELL, KY	CC	CC	88.14157611	0.86	0.86
00C334	ETOWAH, TN	CA 524	RUSSELL, KY	KD	KD	45.9695172	0.41	1.04
0KC110	CINCINNAT, OH	CA 524	RUSSELL, KY	ZE	CINCINNATI	104.035221	620.13	20.44
0KC110	CINCINNAT, OH	CA 524	RUSSELL, KY	NO	NORTHERN	11.78952734	7.67	0.24
0KC110	CINCINNAT, OH	CA 524	RUSSELL, KY	CT	CINCINNATI TERMINAL	4.93112136	4.84	12.55
0KC117	DECOURSEY, KY	CA 524	RUSSELL, KY	ZE	CINCINNATI	104.035221	36.03	1.19
0ZA259	PRINCETON, IN	CA 524	RUSSELL, KY	ZE	CINCINNATI	104.035221	5.85	0.19
A 121	ROCMOUNT, NC	CA 524	RUSSELL, KY	FN	FOREIGN NETWORK	94.52375378	8.25	6.01
A 121	ROCMOUNT, NC	CA 524	RUSSELL, KY	ND	NORTH END	93.07640959	6.08	1.99
A 121	ROCMOUNT, NC	CA 524	RUSSELL, KY	AG	ALLEGHANY	77.51559495	3.21	0
A 121	ROCMOUNT, NC	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	1.64	3.35
BA 384	PARKERSBU, WV	CA 524	RUSSELL, KY	KW	KANAWHA	9.98830036	4.19	5.68
BB 98	CHILLICOT, OH	CA 524	RUSSELL, KY	NO	NORTHERN	15.40978874	7.7	24.32
BE 131	LIMA, OH	CA 524	RUSSELL, KY	SB	SCOTTSLAWN SECONDARY	42.31501157	1.07	0.19
BE 131	LIMA, OH	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	0.62	4.89
BED 14	MIDDLETOW, OH	CA 524	RUSSELL, KY	ZE	CINCINNATI	104.035221	18.88	0.62
BED 14	MIDDLETOW, OH	CA 524	RUSSELL, KY	CT	CINCINNATI TERMINAL	28.63998336	1.94	0.79
BG 204	WILLARD, OH	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	0.44	3.49
BI 51	NORWESOHI, OH	CA 524	RUSSELL, KY	SB	SCOTTSLAWN SECONDARY	42.31501157	3.89	0.69
BI 51	NORWESOHI, OH	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	2.26	17.83
BI 128	GARRETT, IN	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	0.13	1.02
BI 246	KIRKYD, IN	CA 524	RUSSELL, KY	CQ	GARRETT	107.3413461	1.6	0.97
CA 83	RICFULTON, VA	CA 524	RUSSELL, KY	FN	FOREIGN NETWORK	94.52375378	8.31	6.05
CA 83	RICFULTON, VA	CA 524	RUSSELL, KY	AG	ALLEGHANY	77.51559495	3.23	0
CA 83	RICFULTON, VA	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	1.66	3.37
CA 278	CLIFORGE, VA	CA 524	RUSSELL, KY	AG	ALLEGHANY	75.52195844	45.82	0.01
CA 278	CLIFORGE, VA	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	24.72	50.33
CA 290	COVINGTON, VA	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	0.33	0.67
CA 357	HINTON, WV	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	22.44	45.69
CA 369	MEACREEK, WV	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	0.34	0.69
CA 379	QUINNIMON, WV	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	0.6	1.23
CA 429	HANDLEY, WV	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	1.48	2.92
CA 454	CHARLESTO, WV	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	0.67	0.74
CA 471	BILCREEK, WV	CA 524	RUSSELL, KY	KW	KANAWHA	31.83619483	8.95	6.09
CA 505	HUNTINGTO, WV	CA 524	RUSSELL, KY	KW	KANAWHA	6.8440599	5.99	11.86
CA 602	MAYSVILLE, KY	CA 524	RUSSELL, KY	ZE	CINCINNATI	55.96984948	19.56	1.03
CAE 13	NEWNEWS, VA	CA 524	RUSSELL, KY	FN	FOREIGN NETWORK	94.52375378	0.71	0.51
CC 70	WIXOM, MI	CA 524	RUSSELL, KY	CS	COLUMBUS	45.03250135	0.69	0.75
CC 70	WIXOM, MI	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	0.2	1.6
CC 82	PLYMOUTH, MI	CA 524	RUSSELL, KY	CS	COLUMBUS	45.03250135	1.25	1.35
CC 82	PLYMOUTH, MI	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	0.37	2.9
CD 1	COLUMBUS, OH	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	110.42	872.4
CDA118	WALBRIDGE, OH	CA 524	RUSSELL, KY	CS	COLUMBUS	45.03250135	3.73	4.01
CDA118	WALBRIDGE, OH	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	1.09	8.62
CDA120	TOLDOCK, OH	CA 524	RUSSELL, KY	CS	COLUMBUS	45.03250135	5.13	5.5
CDA120	TOLDOCK, OH	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	1.5	11.83
CLF 35	DANVILLE, WV	CA 524	RUSSELL, KY	KW	KANAWHA	32.15301434	10.34	8.85
CLS 63	PEACREEK, WV	CA 524	RUSSELL, KY	KW	KANAWHA	11.00797681	8.47	16.64
CMG102	COALRUN, KY	CA 524	RUSSELL, KY	BS	BIG SANDY	1.16617416	0.44	37.26
CMG142	SHELBY, KY	CA 524	RUSSELL, KY	BS	BIG SANDY	0.51201153	2.21	475.53
CMO 5	MARTIN, KY	CA 524	RUSSELL, KY	BS	BIG SANDY	4.1536262	3.97	78.82
IHB 1	GIBSON, IN	CA 524	RUSSELL, KY	CQ	GARRETT	107.3413461	42.94	26.07
IHB 1	GIBSON, IN	CA 524	RUSSELL, KY	SB	SCOTTSLAWN SECONDARY	42.31501157	4.85	0.86
IHB 1	GIBSON, IN	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	2.81	22.22

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
PLM 51	NEWELL, PA	CA 524	RUSSELL, KY	MT	MOUNTAIN	21.51730266	1.3	0.1
PLM 51	NEWELL, PA	CA 524	RUSSELL, KY	KW	KANAWHA	9.98830036	0.61	0.83
PLM 51	NEWELL, PA	CA 524	RUSSELL, KY	FN	FOREIGN NETWORK	1.03111639	0.18	11
PLM 51	NEWELL, PA	CA 524	RUSSELL, KY	SO	SHORT LINE	0.21413673	0.03	8.75
PLM 51	NEWELL, PA	CA 524	RUSSELL, KY	FT	FAIRMONT	0.00551014	0	1.78
QF 188	CRESTLINE, OH	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	0.22	1.71
QI 125	RIDGEWAY, OH	CA 524	RUSSELL, KY	NO	NORTHERN	11.74505938	0.12	0.91
QS 9	AVON, IN	CA 524	RUSSELL, KY	ZE	CINCINNATI	104.035221	3.89	0.13
QS 9	AVON, IN	CA 524	RUSSELL, KY	HL	INDIANAPOLIS	75.28507426	2.58	0.77
Z 94	KINGSPORT, TN	CA 524	RUSSELL, KY	KP	KINGSPORT	5.9040265	1.47	25.39
Z 94	KINGSPORT, TN	CA 524	RUSSELL, KY	BS	BIG SANDY	1.57739357	0.41	28.36
Z 245	BOSYARD, NC	CA 524	RUSSELL, KY	KP	KINGSPORT	6.01083533	0.2	4.8
Z 245	BOSYARD, NC	CA 524	RUSSELL, KY	BS	BIG SANDY	1.57739357	0.04	2.82
000489	MONTGOMER, AL	AN 759	SAFFOLD, GA	DO	DOTHAN	118.2334125	6.51	1.36
QF 188	CRESTLINE, OH	ALS 1	SAILOUGAT, IL	IP	INDIANAPOLIS LINE	131.8185931	1.04	0.01
QS 9	AVON, IN	BC 268	SALEM, IL	ST	ST LOUIS LINE	131.1126189	161.34	6.33
S 653	BALDWIN, FL	A 765	SANFORD, FL	SF	SANFORD	101.4559531	1.88	0
CD 1	COLUMBUS, OH	QT 108	SCOTTSLAW, OH	SB	SCOTTSLAWN SECONDARY	15.8157479	6.84	3.25
000006	LOUISVILL, KY	QG 15	SELKIRK, NY	LC	LCL	99.08886963	7.83	0.2
000006	LOUISVILL, KY	QG 15	SELKIRK, NY	MY	MOUNT VICTORY	58.5690852	3.84	1.68
000006	LOUISVILL, KY	QG 15	SELKIRK, NY	B1	BUFFALO TERMINAL	54.90044159	3	0.84
000006	LOUISVILL, KY	QG 15	SELKIRK, NY	TO	TOLEDO	0.01959547	0	3.96
BAK 15	TWINOAKS, PA	QG 15	SELKIRK, NY	TN	TRENTON	19.8536663	1.1	1.76
BAK 25	WILMINGTO, DE	QG 15	SELKIRK, NY	PA	PHILADELPHIA	27.25158647	2.68	0.65
BAK 25	WILMINGTO, DE	QG 15	SELKIRK, NY	TN	TRENTON	19.8536663	2.97	4.77
BBF 8	PHIEASSID, PA	QG 15	SELKIRK, NY	TN	TRENTON	19.85302832	11.01	17.65
BG 204	WILLARD, OH	QG 15	SELKIRK, NY	B1	BUFFALO TERMINAL	54.90044159	3.48	0.97
BG 204	WILLARD, OH	QG 15	SELKIRK, NY	GH	GREENWICH	40.11453531	1.45	0
BG 204	WILLARD, OH	QG 15	SELKIRK, NY	S0	SYRACUSE TERMINAL	26.66597642	0.81	0.21
CDA118	WALBRIDGE, OH	QG 15	SELKIRK, NY	B1	BUFFALO TERMINAL	54.90044159	2.91	0.81
CDA118	WALBRIDGE, OH	QG 15	SELKIRK, NY	GH	GREENWICH	40.11453531	1.21	0
PLM 51	NEWELL, PA	QG 15	SELKIRK, NY	EW	ERIE WEST	112.1358562	1.98	0
QB 100	WESSPRING, MA	QG 15	SELKIRK, NY	C9	CASTLETON	3.17247327	0.72	0.64
QC 35	CROONHUDS, NY	QG 15	SELKIRK, NY	FN	FOREIGN NETWORK	91.12800194	1.92	0
QC 285	SYRACUSE, NY	QG 15	SELKIRK, NY	SK	SELKIRK	2.07265737	6.13	75.91
QC 371	ROCHESTER, NY	QG 15	SELKIRK, NY	RC	ROCHESTER	62.33307298	1.76	0.28
QC 434	BUFFALO, NY	QG 15	SELKIRK, NY	S0	SYRACUSE TERMINAL	26.66597642	42.18	10.89
QC 434	BUFFALO, NY	QG 15	SELKIRK, NY	WE	WEST SHORE	6.8998582	6.93	14.44
QC 434	BUFFALO, NY	QG 15	SELKIRK, NY	SK	SELKIRK	2.07265737	2.69	33.32
QD 173	CLECOLLIN, OH	QG 15	SELKIRK, NY	B1	BUFFALO TERMINAL	54.90044159	9	2.51
QD 173	CLECOLLIN, OH	QG 15	SELKIRK, NY	S0	SYRACUSE TERMINAL	26.66597642	2.09	0.54
QD 173	CLECOLLIN, OH	QG 15	SELKIRK, NY	WE	WEST SHORE	6.8998582	0.34	0.72
QD 173	CLECOLLIN, OH	QG 15	SELKIRK, NY	SK	SELKIRK	2.07265737	0.13	1.65
QG 33	SOUSCHENE, NY	QG 15	SELKIRK, NY	SK	SELKIRK	2.07265737	0.46	3.54
QG 39	ROTJUNCTI, NY	QG 15	SELKIRK, NY	SK	SELKIRK	2.07265737	0.72	7.98
QHE 5	PHIGREENW, PA	QG 15	SELKIRK, NY	TN	TRENTON	19.8536663	0.5	0.8
QVA 19	NEWYOROAK, NY	QG 15	SELKIRK, NY	FN	FOREIGN NETWORK	114.9800083	340.3	3.32
QVA 19	NEWYOROAK, NY	QG 15	SELKIRK, NY	C9	CASTLETON	9.01760614	3.01	1.34
QC 434	BUFFALO, NY	QD 4	SENECA, NY	B1	BUFFALO TERMINAL	1.81976308	0.41	0.9
A 293	FLORENCE, SC	CMG142	SHELBY, KY	KP	KINGSPORT	6.01083533	0.08	1.78
AK 593	SPARTANBU, SC	CMG142	SHELBY, KY	KP	KINGSPORT	6.01083533	0.06	1.32
AK 593	SPARTANBU, SC	CMG142	SHELBY, KY	BR	BLUE RIDGE	0.92361572	0.01	1.24
CA 511	CERRIVER, WV	CMG142	SHELBY, KY	BS	BIG SANDY	0.51201153	0.01	1.63
CA 524	RUSSELL, KY	CMG142	SHELBY, KY	BS	BIG SANDY	0.51201153	1.99	427.35
CLS 63	PEACREEK, WV	CMG142	SHELBY, KY	BS	BIG SANDY	0.51201153	0.01	2.68
CMO 5	MARTIN, KY	CMG142	SHELBY, KY	BS	BIG SANDY	4.66563773	0.4	2.36
PLM 51	NEWELL, PA	CMG142	SHELBY, KY	BS	BIG SANDY	0.51201153	0.01	1.52
S 249	HAMLET, NC	CMG142	SHELBY, KY	KP	KINGSPORT	6.01083533	0.05	1.11
SF 330	CHARLOTTE, NC	CMG142	SHELBY, KY	KP	KINGSPORT	6.01083533	0.36	8.47
Z 94	KINGSPORT, TN	CMG142	SHELBY, KY	KP	KINGSPORT	5.9040265	9.75	168.24
Z 134	ERWIN, TN	CMG142	SHELBY, KY	KP	KINGSPORT	5.9040265	0.08	1.85
Z 245	BOSYARD, NC	CMG142	SHELBY, KY	KP	KINGSPORT	6.01083533	0.24	5.71
CD 1	COLUMBUS, OH	QI 164	SIDNEY, OH	SB	SCOTTSLAWN SECONDARY	42.31501157	14.37	2.56
CD 1	COLUMBUS, OH	QI 164	SIDNEY, OH	IP	INDIANAPOLIS LINE	26.77126977	5.11	0.19
000006	LOUISVILL, KY	000J20	SMYRNA, TN	ML	MAIN LINE	66.07090286	0.43	0.65
000190	NASHVILLE, TN	000J20	SMYRNA, TN	NA	NASHVILLE TERMINAL	4.00126575	1.13	0.92
ANB865	ATLANTA, GA	000J20	SMYRNA, TN	WA	W AND A	61.87828624	0.76	0.66
AN 587	WAYCROSS, GA	AN 894	SNOWDOUN, AL	DO	DOTHAN	111.1194283	83.95	67.5
AN 587	WAYCROSS, GA	AN 894	SNOWDOUN, AL	TH	THOMASVILLE	61.290565	24.36	17.47

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
ANJ819	LAGRANGE, GA	AN 894	SNOWDOUN, AL	AW	AWP W OF A	83.23773284	1.61	0.33
SG 575	HOWTRANSF, GA	YYG119	SOCCIRCLE, GA	AA	ATLANTA TERMINAL	3.58073732	0.73	4.43
QC 285	SYRACUSE, NY	QCS 4	SOLVAY, NY	S0	SYRACUSE TERMINAL	2.92928902	1.7	4.31
QD 173	CLECOLLIN, OH	QI 247	SOUANDYAR, IN	IP	INDIANAPOLIS LINE	106.9142683	7.29	0.07
QD 173	CLECOLLIN, OH	QI 247	SOUANDYAR, IN	MY	MOUNT VICTORY	58.5690852	3.1	1.36
SVC838	NEWWALES, FL	AX 881	SOUFORMEA, FL	VL	VALRICO	5.34881046	1.63	8.23
000ZA3	BEDPARK, IL	QK 3	SOUKEARNY, NJ	CQ	GARRETT	107.3413461	14.15	8.59
000ZA3	BEDPARK, IL	QK 3	SOUKEARNY, NJ	B1	BUFFALO TERMINAL	54.90044159	2.93	0.82
000ZA3	BEDPARK, IL	QK 3	SOUKEARNY, NJ	GH	GREENWICH	40.11453531	1.22	0
BAL 5	PENMARJEI, MD	QK 3	SOUKEARNY, NJ	PA	PHILADELPHIA	88.12817639	2.11	0.16
BG 204	WILLARD, OH	QK 3	SOUKEARNY, NJ	B1	BUFFALO TERMINAL	54.90044159	10.28	2.87
BG 204	WILLARD, OH	QK 3	SOUKEARNY, NJ	GH	GREENWICH	40.11453531	4.29	0
BG 204	WILLARD, OH	QK 3	SOUKEARNY, NJ	S0	SYRACUSE TERMINAL	26.66597642	2.39	0.62
BG 204	WILLARD, OH	QK 3	SOUKEARNY, NJ	WE	WEST SHORE	6.8998582	0.39	0.82
BI 128	GARRETT, IN	QK 3	SOUKEARNY, NJ	B1	BUFFALO TERMINAL	54.90044159	1.61	0.45
QHE 5	PHIGREENW, PA	QK 3	SOUKEARNY, NJ	TN	TRENTON	19.8536663	14.78	23.7
QHE 5	PHIGREENW, PA	QK 3	SOUKEARNY, NJ	PA	PHILADELPHIA	4.64341944	0.75	1.08
QG 15	SELKIRK, NY	QG 33	SOUSCHENE, NY	SK	SELKIRK	2.07265737	1.15	8.86
AKJ591	GREENVILL, SC	AK 593	SPARTANBU, SC	PN	BELTON	29.21381747	13.09	1.15
SG 425	GREENWOOD, SC	AK 593	SPARTANBU, SC	S3	SPARTANBURG	4.56042897	15.82	198.3
Z 94	KINGSPORT, TN	AK 593	SPARTANBU, SC	BR	BLUE RIDGE	0.92361572	0.88	132.58
Z 94	KINGSPORT, TN	AK 593	SPARTANBU, SC	KP	KINGSPORT	0.10680883	0.03	10.74
Z 134	ERWIN, TN	AK 593	SPARTANBU, SC	BR	BLUE RIDGE	0.92361572	0.01	1.75
Z 245	BOSYARD, NC	AK 593	SPARTANBU, SC	BR	BLUE RIDGE	0.92361572	0.33	10.81
000187	KAYAVENUE, TN	SGC633	STILESBOR, GA	WA	W AND A	60.17787068	1.09	0.54
000190	NASHVILLE, TN	SGC633	STILESBOR, GA	WA	W AND A	60.17787068	2.33	1.16
00C172	CORBIN, KY	SGC633	STILESBOR, GA	KD	KD	44.58196956	31.57	82.49
00C172	CORBIN, KY	SGC633	STILESBOR, GA	ET	ETOWAH	8.88104806	3.48	31.66
00C334	ETOWAH, TN	SGC633	STILESBOR, GA	ET	ETOWAH	8.88104806	1.9	17.02
00H277	ATKINSON, KY	SGC633	STILESBOR, GA	WA	W AND A	60.17787068	7.21	3.59
00H277	ATKINSON, KY	SGC633	STILESBOR, GA	HE	HENDERSON	0.0169315	0	13.11
00H323	EVANSVILL, IN	SGC633	STILESBOR, GA	WA	W AND A	60.17787068	19.66	9.8
00J113	STEVENSON, AL	SGC633	STILESBOR, GA	WA	W AND A	60.17787068	2.83	1.41
00J146	WAUHATCHI, TN	SGC633	STILESBOR, GA	WA	W AND A	60.17693999	108.28	53.95
BA 202	KEYSER, WV	BUA 16	STORIVER, WV	TM	THOMAS	30.77666205	2.65	0.17
BA 280	GRAFTON, WV	BUA 16	STORIVER, WV	MT	MOUNTAIN	74.29827874	42.12	0.05
BA 280	GRAFTON, WV	BUA 16	STORIVER, WV	TM	THOMAS	30.77666205	7.63	0.48
BA 280	GRAFTON, WV	BUA 16	STORIVER, WV	SR	STONY RIVER	16.37689084	2.05	0.02
A 293	FLORENCE, SC	AK 332	SUMTER, SC	LY	LANE	0.22200323	0.14	25.47
S 841	TAMPA, FL	AZA883	SUTTON, FL	TP	TAMPA TERMINAL	0.04025919	0.02	1.46
000ZA3	BEDPARK, IL	QC 285	SYRACUSE, NY	CQ	GARRETT	107.3413461	78.42	47.61
000ZA3	BEDPARK, IL	QC 285	SYRACUSE, NY	B1	BUFFALO TERMINAL	54.90044159	16.26	4.54
000ZA3	BEDPARK, IL	QC 285	SYRACUSE, NY	GH	GREENWICH	40.11453531	6.79	0
000ZA3	BEDPARK, IL	QC 285	SYRACUSE, NY	FN	FOREIGN NETWORK	13.48728652	1.61	1.79
000ZA3	BEDPARK, IL	QC 285	SYRACUSE, NY	WE	WEST SHORE	6.8998582	0.62	1.29
BG 204	WILLARD, OH	QC 285	SYRACUSE, NY	B1	BUFFALO TERMINAL	54.90044159	3.32	0.93
BG 204	WILLARD, OH	QC 285	SYRACUSE, NY	GH	GREENWICH	40.11453531	1.38	0
DCQ 25	CHIFIVNIN, IL	QC 285	SYRACUSE, NY	CQ	GARRETT	107.3413461	29.89	18.15
DCQ 25	CHIFIVNIN, IL	QC 285	SYRACUSE, NY	B1	BUFFALO TERMINAL	54.90044159	6.2	1.73
DCQ 25	CHIFIVNIN, IL	QC 285	SYRACUSE, NY	GH	GREENWICH	40.11453531	2.59	0
QC 296	BELLEISLE, NY	QC 285	SYRACUSE, NY	S0	SYRACUSE TERMINAL	5.50840704	3.73	4.66
QC 371	ROCHESTER, NY	QC 285	SYRACUSE, NY	RC	ROCHESTER	62.33307298	105.9	16.69
QC 371	ROCHESTER, NY	QC 285	SYRACUSE, NY	S0	SYRACUSE TERMINAL	6.32165935	1.96	2.14
QC 434	BUFFALO, NY	QC 285	SYRACUSE, NY	WE	WEST SHORE	6.8998582	7.16	14.92
QC 434	BUFFALO, NY	QC 285	SYRACUSE, NY	S0	SYRACUSE TERMINAL	6.32165935	4.06	4.42
QCS 4	SOLVAY, NY	QC 285	SYRACUSE, NY	S0	SYRACUSE TERMINAL	2.92928902	2.32	5.88
QD 173	CLECOLLIN, OH	QC 285	SYRACUSE, NY	B1	BUFFALO TERMINAL	54.90044159	26.02	7.26
QD 173	CLECOLLIN, OH	QC 285	SYRACUSE, NY	WE	WEST SHORE	6.8998582	0.99	2.07
QD 173	CLECOLLIN, OH	QC 285	SYRACUSE, NY	S0	SYRACUSE TERMINAL	6.32165935	0.56	0.61
QG 15	SELKIRK, NY	QC 285	SYRACUSE, NY	SK	SELKIRK	2.07265737	4.22	52.22
QM 161	MASSENA, NY	QC 285	SYRACUSE, NY	S7	ST LAWRENCE	37.50248421	86.5	279.33
QS 9	AVON, IN	QC 285	SYRACUSE, NY	IP	INDIANAPOLIS LINE	131.8185931	42.39	0.32
QS 9	AVON, IN	QC 285	SYRACUSE, NY	MY	MOUNT VICTORY	58.5690852	11.9	5.21
QS 9	AVON, IN	QC 285	SYRACUSE, NY	B1	BUFFALO TERMINAL	54.90044159	9.31	2.6
QS 9	AVON, IN	QC 285	SYRACUSE, NY	WE	WEST SHORE	6.8998582	0.36	0.74
S 653	BALDWIN, FL	A 798	TAFT, FL	SF	SANFORD	101.4559531	174.52	0.25
S 653	BALDWIN, FL	A 798	TAFT, FL	FN	FOREIGN NETWORK	28.86577044	21.55	11.28
S 653	BALDWIN, FL	A 798	TAFT, FL	JT	JACKSONVILLE TERMINAL	21.98318014	8.3	0.1
000389	BIRMINGHA, AL	ANJ910	TALLADEGA, AL	BU	BOYLES TERMINAL	15.50584595	2.77	0.62

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
AN 587	WAYCROSS, GA	ANJ910	TALLADEGA, AL	LN	LINEVILLE	93.05291211	16.34	4.88
ANB788	MANCHESTE, GA	ANJ910	TALLADEGA, AL	LN	LINEVILLE	93.05291211	44.36	13.25
ANJ819	LAGRANGE, GA	ANJ910	TALLADEGA, AL	LN	LINEVILLE	93.05291211	79.73	0.44
S 653	BALDWIN, FL	ANJ910	TALLADEGA, AL	LN	LINEVILLE	93.05291211	3.15	0.94
000389	BIRMINGHA, AL	S 841	TAMPA, FL	LN	LINEVILLE	142.9280768	4.69	0.91
00H323	EVANSVILL, IN	S 841	TAMPA, FL	WA	W AND A	61.87828624	2.87	2.47
00H323	EVANSVILL, IN	S 841	TAMPA, FL	AA	ATLANTA TERMINAL	24.17664047	0.54	0.72
0ZA123	DANVILLE, IL	S 841	TAMPA, FL	CP	CE AND D	143.389743	2.84	0.06
0ZA123	DANVILLE, IL	S 841	TAMPA, FL	WA	W AND A	61.87828624	0.97	0.83
AN 587	WAYCROSS, GA	S 841	TAMPA, FL	JS	JESUP	32.9782881	1.69	0.02
ANB865	ATLANTA, GA	S 841	TAMPA, FL	AA	ATLANTA TERMINAL	24.17664047	0.67	0.41
ASK638	JACKSTOFC, FL	S 841	TAMPA, FL	JT	JACKSONVILLE TERMINAL	14.60782973	1.27	0.19
AY 856	WINSTON, FL	S 841	TAMPA, FL	LK	LAKELAND	20.44722233	24.29	0.49
AY 856	WINSTON, FL	S 841	TAMPA, FL	TP	TAMPA TERMINAL	4.2810789	1.09	0.05
S 844	HOOPOINT, FL	S 841	TAMPA, FL	TP	TAMPA TERMINAL	2.10053229	1.36	1.47
SY 854	DREW, FL	S 841	TAMPA, FL	ZZ	CLEARWATER	1.72700224	0.78	4.73
SY 875	CLEARWATE, FL	S 841	TAMPA, FL	ZZ	CLEARWATER	22.0506434	0.87	0.41
00H323	EVANSVILL, IN	QS 71	TERHAUDUA, IN	CP	CE AND D	95.72155239	4.22	0.14
0ZA178	TERHAUTE, IN	QS 71	TERHAUDUA, IN	CP	CE AND D	0.68157038	0.79	3.63
00Q120	LAFAYETTE, IN	0ZA178	TERHAUTE, IN	M0	MONON	0.80656898	0.08	6.08
0ZA123	DANVILLE, IL	0ZA178	TERHAUTE, IN	CP	CE AND D	48.34976101	38.75	2.51
0ZA141	CAYUGA, IN	0ZA178	TERHAUTE, IN	CP	CE AND D	35.52079524	16.25	1.43
ANB788	MANCHESTE, GA	0ZA178	TERHAUTE, IN	WA	W AND A	61.87828624	0.93	0.8
QS 71	TERHAUDUA, IN	0ZA178	TERHAUTE, IN	CP	CE AND D	0.68157038	0.31	1.42
AN 587	WAYCROSS, GA	AN 691	THOMASVIL, GA	TH	THOMASVILLE	61.290565	145.15	99.34
AN 650	VALDOSTA, GA	AN 691	THOMASVIL, GA	TH	THOMASVILLE	0.03584158	0	1.29
00C172	CORBIN, KY	CDA120	TOLDOCK, OH	CC	CC	88.14157611	12.01	12.07
00C172	CORBIN, KY	CDA120	TOLDOCK, OH	TO	TOLEDO	0.01959547	0	21.47
BED 14	MIDDLETOW, OH	CDA120	TOLDOCK, OH	TO	TOLEDO	0.07794897	0.05	105.69
CA 524	RUSSELL, KY	CDA120	TOLDOCK, OH	CS	COLUMBUS	45.03250135	12.8	13.74
CA 524	RUSSELL, KY	CDA120	TOLDOCK, OH	NO	NORTHERN	11.74505938	3.74	29.55
CD 1	COLUMBUS, OH	CDA120	TOLDOCK, OH	CS	COLUMBUS	45.03250135	4.33	4.57
CDA118	WALBRIDGE, OH	CDA120	TOLDOCK, OH	TT	TOLEDO TERMINAL	1.63607422	1.19	4.54
CLF 35	DANVILLE, WV	CDA120	TOLDOCK, OH	CS	COLUMBUS	45.03250135	2.47	2.65
CLF 35	DANVILLE, WV	CDA120	TOLDOCK, OH	KW	KANAWHA	32.15301434	1.14	0.97
CLF 35	DANVILLE, WV	CDA120	TOLDOCK, OH	NO	NORTHERN	11.74505938	0.72	5.69
CLS 63	PEACREEK, WV	CDA120	TOLDOCK, OH	CS	COLUMBUS	45.03250135	5.32	5.71
CLS 63	PEACREEK, WV	CDA120	TOLDOCK, OH	NO	NORTHERN	11.74505938	1.55	12.28
CLS 63	PEACREEK, WV	CDA120	TOLDOCK, OH	KW	KANAWHA	11.00797681	0.46	0.9
CMG142	SHELBY, KY	CDA120	TOLDOCK, OH	CS	COLUMBUS	45.03250135	1.58	1.7
CMG142	SHELBY, KY	CDA120	TOLDOCK, OH	NO	NORTHERN	11.74505938	0.46	3.66
CMG142	SHELBY, KY	CDA120	TOLDOCK, OH	BS	BIG SANDY	0.51201153	0.02	4.6
CMO 5	MARTIN, KY	CDA120	TOLDOCK, OH	CS	COLUMBUS	45.03250135	1	1.07
CMO 5	MARTIN, KY	CDA120	TOLDOCK, OH	NO	NORTHERN	11.74505938	0.29	2.3
CMO 5	MARTIN, KY	CDA120	TOLDOCK, OH	BS	BIG SANDY	4.1536262	0.09	1.7
PLM 51	NEWELL, PA	CDA120	TOLDOCK, OH	AK	NEW CASTLE	53.65407144	10.67	16.72
PLM 51	NEWELL, PA	CDA120	TOLDOCK, OH	PI	PITTSBURGH	2.74920218	0.23	4.75
QTC 69	WOODVILLE, OH	QT 5	TOLSTANLE, OH	TT	TOLEDO TERMINAL	13.81434662	7.41	0.04
QG 15	SELKIRK, NY	BAK 15	TWINOAKS, PA	TN	TRENTON	19.8536663	2.71	4.34
QG 15	SELKIRK, NY	BAK 15	TWINOAKS, PA	PA	PHILADELPHIA	14.43394058	0.8	0.37
SG 575	HOWTRANSF, GA	ANB844	UNIONCITY, GA	AA	ATLANTA TERMINAL	8.80419867	20.99	31.06
CD 1	COLUMBUS, OH	CD 64	UPPSANDUS, OH	CS	COLUMBUS	21.62285328	1.16	2.55
0ZA123	DANVILLE, IL	0ZA235	VINCENNES, IN	CP	CE AND D	103.4366654	1.02	0.03
0KC110	CINCINNAT, OH	CDA118	WALBRIDGE, OH	CT	CINCINNATI TERMINAL	22.31931653	7.16	0.15
0KC110	CINCINNAT, OH	CDA118	WALBRIDGE, OH	TO	TOLEDO	0.01959547	0.05	392.25
BED 14	MIDDLETOW, OH	CDA118	WALBRIDGE, OH	TO	TOLEDO	0.07794897	0	1.28
BG 89	LORDSTOWN, OH	CDA118	WALBRIDGE, OH	AK	NEW CASTLE	53.65407144	2.34	2.09
CC 70	WIXOM, MI	CDA118	WALBRIDGE, OH	TT	TOLEDO TERMINAL	1.63607422	0.73	16.6
CC 82	PLYMOUTH, MI	CDA118	WALBRIDGE, OH	TT	TOLEDO TERMINAL	1.63607422	0.47	10.66
CC 90	WAYNE, MI	CDA118	WALBRIDGE, OH	TT	TOLEDO TERMINAL	1.63607422	0.5	11.45
CC 98	NEWBOSTON, MI	CDA118	WALBRIDGE, OH	TT	TOLEDO TERMINAL	1.63607422	3.74	84.72
CD 1	COLUMBUS, OH	CDA118	WALBRIDGE, OH	CS	COLUMBUS	45.03250135	36.04	38.05
CDA120	TOLDOCK, OH	CDA118	WALBRIDGE, OH	TT	TOLEDO TERMINAL	1.63607422	1.83	7
CDA125	TOLBOULEV, OH	CDA118	WALBRIDGE, OH	TT	TOLEDO TERMINAL	1.63607422	0.18	1.06
CH 1	DETROIT, MI	CDA118	WALBRIDGE, OH	TT	TOLEDO TERMINAL	1.63607422	4.13	93.58
QQM 2	DETTRAILV, MI	CDA118	WALBRIDGE, OH	TT	TOLEDO TERMINAL	1.63607422	0.17	3.8
QS 9	AVON, IN	CDA118	WALBRIDGE, OH	TO	TOLEDO	0.00467058	0.01	131.11
00H323	EVANSVILL, IN	0ZA284	WANSFORD, IN	EV	EVANSVILLE TERMINAL	13.44609842	1.41	0.04
QM 161	MASSENA, NY	QM 72	WATERTOWN, NY	S7	ST LAWRENCE	37.50248421	0.56	0.79

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Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
PLD 18	RIGBY, ME	WAT115	WATERVILL, ME	WV	WATERVILLE	38.18906106	48.59	43.81
000006	LOUISVILL, KY	00J146	WAUHATCHI, TN	ML	MAIN LINE	66.07090286	65.75	99.72
000006	LOUISVILL, KY	00J146	WAUHATCHI, TN	NA	NASHVILLE TERMINAL	10.64312068	1.15	0.8
000190	NASHVILLE, TN	00J146	WAUHATCHI, TN	NA	NASHVILLE TERMINAL	4.00126575	2.27	1.86
000ZA3	BEDPARK, IL	00J146	WAUHATCHI, TN	CP	CE AND D	143.389743	1.65	0.04
00C172	CORBIN, KY	00J146	WAUHATCHI, TN	KD	KD	53.24976019	8.13	15.51
00C172	CORBIN, KY	00J146	WAUHATCHI, TN	FN	FOREIGN NETWORK	31.41758058	1.46	0.65
00C407	BOLIVAR, GA	00J146	WAUHATCHI, TN	WA	W AND A	61.62941466	2.37	1.16
00H277	ATKINSON, KY	00J146	WAUHATCHI, TN	HE	HENDERSON	0.0169315	0	3.57
00H323	EVANSVILL, IN	00J146	WAUHATCHI, TN	NA	NASHVILLE TERMINAL	8.62342356	2.36	2.03
00J189	DALTON, GA	00J146	WAUHATCHI, TN	WA	W AND A	11.33429713	1.84	4.87
00J240	CARTERSVI, GA	00J146	WAUHATCHI, TN	WA	W AND A	61.64986064	62.64	30.47
A 121	ROCMOUNT, NC	00J146	WAUHATCHI, TN	MN	MONROE	132.9722724	0.83	0.27
AN 587	WAYCROSS, GA	00J146	WAUHATCHI, TN	WA	W AND A	61.87735555	5.29	4.55
AN 587	WAYCROSS, GA	00J146	WAUHATCHI, TN	AA	ATLANTA TERMINAL	24.17664047	1	1.32
ANB788	MANCHESTE, GA	00J146	WAUHATCHI, TN	WA	W AND A	61.87735555	28.89	24.86
ANB788	MANCHESTE, GA	00J146	WAUHATCHI, TN	AA	ATLANTA TERMINAL	24.17664047	5.48	7.21
ANB865	ATLANTA, GA	00J146	WAUHATCHI, TN	WA	W AND A	61.87735555	101.9	87.69
S 249	HAMLET, NC	00J146	WAUHATCHI, TN	MN	MONROE	132.9722724	6.37	2.07
S 249	HAMLET, NC	00J146	WAUHATCHI, TN	WA	W AND A	61.87735555	1.93	1.66
SG 506	ATHENS, GA	00J146	WAUHATCHI, TN	WA	W AND A	61.87735555	1.82	1.56
SG 575	HOWTRANSF, GA	00J146	WAUHATCHI, TN	WA	W AND A	61.87735555	233.98	201.35
SG 575	HOWTRANSF, GA	00J146	WAUHATCHI, TN	AA	ATLANTA TERMINAL	1.75709958	1.14	11.78
SGC633	STILESBOR, GA	00J146	WAUHATCHI, TN	WA	W AND A	60.17693999	75.28	37.51
XXB023	FAIRBURN, GA	00J146	WAUHATCHI, TN	WA	W AND A	61.87735555	55.45	47.72
XXB023	FAIRBURN, GA	00J146	WAUHATCHI, TN	AA	ATLANTA TERMINAL	6.17116134	1.82	9.4
000190	NASHVILLE, TN	AN 587	WAYCROSS, GA	WA	W AND A	61.87828624	4.15	3.57
000190	NASHVILLE, TN	AN 587	WAYCROSS, GA	AA	ATLANTA TERMINAL	24.17664047	0.79	1.04
000389	BIRMINGHA, AL	AN 587	WAYCROSS, GA	LN	LINEVILLE	142.9280768	244.32	47.52
000389	BIRMINGHA, AL	AN 587	WAYCROSS, GA	BU	BOYLES TERMINAL	15.50584595	2.93	0.65
000390	EASTHOMAS, AL	AN 587	WAYCROSS, GA	LN	LINEVILLE	142.9280768	4.86	0.95
000489	MONTGOMER, AL	AN 587	WAYCROSS, GA	DO	DOTHAN	118.2334125	152.94	115.56
000489	MONTGOMER, AL	AN 587	WAYCROSS, GA	TH	THOMASVILLE	61.290565	40.59	29.11
00C172	CORBIN, KY	AN 587	WAYCROSS, GA	KD	KD	44.58196956	2.35	6.13
00C172	CORBIN, KY	AN 587	WAYCROSS, GA	AA	ATLANTA TERMINAL	24.17664047	0.44	0.58
00C172	CORBIN, KY	AN 587	WAYCROSS, GA	ET	ETOWAH	8.88104806	0.26	2.36
00C334	ETOWAH, TN	AN 587	WAYCROSS, GA	ET	ETOWAH	8.88104806	0.21	1.92
00H277	ATKINSON, KY	AN 587	WAYCROSS, GA	WA	W AND A	61.87828624	2.98	2.56
00H277	ATKINSON, KY	AN 587	WAYCROSS, GA	AA	ATLANTA TERMINAL	24.17664047	0.56	0.74
00H277	ATKINSON, KY	AN 587	WAYCROSS, GA	HE	HENDERSON	0.0169315	0	4.12
00H323	EVANSVILL, IN	AN 587	WAYCROSS, GA	WA	W AND A	61.87828624	2.3	1.98
00H323	EVANSVILL, IN	AN 587	WAYCROSS, GA	AA	ATLANTA TERMINAL	24.17664047	0.44	0.57
00J146	WAUHATCHI, TN	AN 587	WAYCROSS, GA	WA	W AND A	61.87735555	8.46	7.28
00J146	WAUHATCHI, TN	AN 587	WAYCROSS, GA	AA	ATLANTA TERMINAL	24.17664047	1.6	2.11
A 640	JACKSONVI, FL	AN 587	WAYCROSS, GA	JS	JESUP	32.9782881	38.96	0.44
AK 459	AUGUSTA, GA	AN 587	WAYCROSS, GA	B0	SAVANNAH	17.49986866	4.19	0.05
AN 691	THOMASVIL, GA	AN 587	WAYCROSS, GA	TH	THOMASVILLE	61.290565	219.05	149.93
AN 729	BAINBRIDG, GA	AN 587	WAYCROSS, GA	TH	THOMASVILLE	61.290565	0.64	0.46
AN 783	DOTHAN, AL	AN 587	WAYCROSS, GA	TH	THOMASVILLE	61.290565	107.28	76.93
ANB865	ATLANTA, GA	AN 587	WAYCROSS, GA	AA	ATLANTA TERMINAL	24.17664047	0.93	0.56
ASK638	JACKSTOFC, FL	AN 587	WAYCROSS, GA	JS	JESUP	32.9782881	10.74	0.12
AY 856	WINSTON, FL	AN 587	WAYCROSS, GA	JS	JESUP	32.9782881	12.03	0.14
AY 866	MULBERRY, FL	AN 587	WAYCROSS, GA	JS	JESUP	32.9782881	2.82	0.03
QI 101	MARYARD, OH	AN 587	WAYCROSS, GA	CC	CC	88.14157611	0.63	0.63
QI 101	MARYARD, OH	AN 587	WAYCROSS, GA	KD	KD	45.9695172	0.3	0.77
S 626	BUSCH, FL	AN 587	WAYCROSS, GA	JS	JESUP	32.9782881	24.83	0.28
S 626	BUSCH, FL	AN 587	WAYCROSS, GA	KI	KINGSLAND	4.1943028	0.79	0.77
S 653	BALDWIN, FL	AN 587	WAYCROSS, GA	JS	JESUP	32.9782881	127.75	1.45
S 841	TAMPA, FL	AN 587	WAYCROSS, GA	JS	JESUP	32.9782881	1.53	0.02
CDA118	WALBRIDGE, OH	CC 90	WAYNE, MI	TT	TOLEDO TERMINAL	1.63607422	0.9	20.49
CH 1	DETROIT, MI	CC 90	WAYNE, MI	DT	DETROIT	10.80083315	1.64	1.08
A 121	ROCMOUNT, NC	A 83	WELDON, NC	ND	NORTH END	35.45886391	7.09	0.33
CA 83	RICFULTON, VA	A 83	WELDON, NC	ND	NORTH END	57.63482679	6.84	2.15
SA 83	ROARAPIDS, NC	A 83	WELDON, NC	ND	NORTH END	1.05270685	0.36	1.41
QG 33	SOUSCHENE, NY	QC 149	WESALBANY, NY	HN	HUDSON	0.00537316	0	1.93
BG 58	NEWCASTLE, PA	QD 130	WESASHTAB, OH	AK	NEW CASTLE	1.67557994	0.22	2.24
DCQ 25	CHIFIVNIN, IL	QD 130	WESASHTAB, OH	CQ	GARRETT	107.3413461	2.79	1.7
QC 434	BUFFALO, NY	QD 130	WESASHTAB, OH	B1	BUFFALO TERMINAL	1.81976308	0.16	1.35
BA 178	CUMBERLAN, MD	BAA 3	WESBALTIM, MD	CU	CUMBERLAND	46.73325904	11.73	10.47

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

FROM_TMP	FROM_CITY	TO_TMP	TO_CITY	TRANS_SUBDIVISION_C	TRANS_SUBDIVISION_N	TOTAL LENGTH (MI)	AVG GTM/mi (SOUTH/EAST)	AVG GTM/mi (NORTH/WEST)
BA 178	CUMBERLAN, MD	BAA 3	WESBALTIM, MD	OM	OLD MAIN LINE	8.00482901	1.32	8.2
QG 15	SELKIRK, NY	QB 100	WESSPRING, MA	C9	CASTLETON	3.17247327	0.67	0.6
QB 45	WORCESTER, MA	QB 29	WESTBORO, MA	FN	FOREIGN NETWORK	7.47152142	2.5	2.16
000006	LOUISVILL, KY	BG 204	WILLARD, OH	LC	LCL	99.08886963	5.95	0.15
000006	LOUISVILL, KY	BG 204	WILLARD, OH	MY	MOUNT VICTORY	58.5690852	2.92	1.28
000006	LOUISVILL, KY	BG 204	WILLARD, OH	TO	TOLEDO	0.01959547	0	3.01
000ZA3	BEDPARK, IL	BG 204	WILLARD, OH	CQ	GARRETT	107.3413461	87.2	52.94
000ZA3	BEDPARK, IL	BG 204	WILLARD, OH	FN	FOREIGN NETWORK	0.18735706	0.01	1.06
0KC110	CINCINNAT, OH	BG 204	WILLARD, OH	MY	MOUNT VICTORY	58.5690852	0.86	0.37
BA 178	CUMBERLAN, MD	BG 204	WILLARD, OH	AK	NEW CASTLE	53.65407144	10.09	15.8
BA 178	CUMBERLAN, MD	BG 204	WILLARD, OH	PI	PITTSBURGH	2.50483517	0.35	14.3
BA 178	CUMBERLAN, MD	BG 204	WILLARD, OH	MH	KEYSTONE	0.65831611	0.08	10.76
BE 131	LIMA, OH	BG 204	WILLARD, OH	CE	WILLARD	0.28087323	0.82	166.45
BF 270	CONNELLSV, PA	BG 204	WILLARD, OH	AK	NEW CASTLE	53.65407144	15.07	23.61
BF 270	CONNELLSV, PA	BG 204	WILLARD, OH	PI	PITTSBURGH	2.50483517	0.52	20.68
BF 317	DEMMLER, PA	BG 204	WILLARD, OH	AK	NEW CASTLE	53.65407144	0.42	0.66
BG 58	NEWCASTLE, PA	BG 204	WILLARD, OH	AK	NEW CASTLE	55.32965138	317.39	459.15
BG 80	OHIJUNCTI, OH	BG 204	WILLARD, OH	AK	NEW CASTLE	53.65407144	1.84	2.03
BG 89	LORDSTOWN, OH	BG 204	WILLARD, OH	AK	NEW CASTLE	53.65407144	49.86	44.54
BI 247	CURTIS, IN	BG 204	WILLARD, OH	CQ	GARRETT	107.3413461	71.42	43.36
CA 524	RUSSELL, KY	BG 204	WILLARD, OH	NO	NORTHERN	11.74505938	0.51	4.01
CLS 63	PEACREEK, WV	BG 204	WILLARD, OH	NO	NORTHERN	11.74505938	0.13	1.01
DCQ 25	CHIFIVNIN, IL	BG 204	WILLARD, OH	CQ	GARRETT	107.3413461	12.9	7.83
DD 2	CHICAGO, IL	BG 204	WILLARD, OH	CQ	GARRETT	107.3413461	8.98	5.45
IHB 1	GIBSON, IN	BG 204	WILLARD, OH	CQ	GARRETT	107.3413461	1.5	0.91
PLM 51	NEWELL, PA	BG 204	WILLARD, OH	AK	NEW CASTLE	53.65407144	0.41	0.64
QC 434	BUFFALO, NY	BG 204	WILLARD, OH	GH	GREENWICH	40.11453531	3.04	0
QD 173	CLECOLLIN, OH	BG 204	WILLARD, OH	GH	GREENWICH	40.11453531	280.12	0.04
QDS 10	CLEMARCY, OH	BG 204	WILLARD, OH	GH	GREENWICH	40.11466531	4.28	0
QG 15	SELKIRK, NY	BG 204	WILLARD, OH	B1	BUFFALO TERMINAL	54.90044159	13.82	3.86
QG 15	SELKIRK, NY	BG 204	WILLARD, OH	GH	GREENWICH	40.11453531	5.77	0
QG 15	SELKIRK, NY	BG 204	WILLARD, OH	S0	SYRACUSE TERMINAL	26.66597642	3.21	0.83
QG 15	SELKIRK, NY	BG 204	WILLARD, OH	WE	WEST SHORE	6.8998582	0.53	1.1
QG 15	SELKIRK, NY	BG 204	WILLARD, OH	SK	SELKIRK	2.07265737	0.2	2.54
QX 7	OAKISLAND, NJ	BAK 25	WILMINGTO, DE	PA	PHILADELPHIA	27.25158647	14.55	3.54
QX 7	OAKISLAND, NJ	BAK 25	WILMINGTO, DE	TN	TRENTON	19.8536663	16.11	25.82
A 121	ROCMOUNT, NC	SE 359	WILMINGTO, NC	SE	SOUTH END	120.6327696	64.93	0.02
A 210	FAYETTEVI, NC	SE 359	WILMINGTO, NC	SE	SOUTH END	33.36716525	9.34	0.01
S 249	HAMLET, NC	SE 359	WILMINGTO, NC	WM	WILMINGTON	72.27994002	140.28	60.75
SF 330	CHARLOTTE, NC	SE 359	WILMINGTO, NC	WM	WILMINGTON	72.27994002	0.72	0.31
AN 587	WAYCROSS, GA	AY 856	WINSTON, FL	JS	JESUP	32.9782881	18.63	0.21
S 841	TAMPA, FL	AY 856	WINSTON, FL	LK	LAKELAND	20.44722233	6.54	0.13
SX 820	AUBURNDAL, FL	AY 856	WINSTON, FL	CO	CARTERS	11.10905796	3.65	0.04
CDA118	WALBRIDGE, OH	CC 70	WIXOM, MI	TT	TOLEDO TERMINAL	1.63607422	0.18	4
CH 1	DETROIT, MI	CC 70	WIXOM, MI	DT	DETROIT	10.80039965	1.56	1.03
QAJ 24	LANSDALE, PA	QA 27	WOODBOURN, PA	TN	TRENTON	21.14875797	4.22	3.71
QHE 5	PHIGREENW, PA	QA 27	WOODBOURN, PA	TN	TRENTON	18.96753234	14.38	0.39
QHE 5	PHIGREENW, PA	QA 27	WOODBOURN, PA	PA	PHILADELPHIA	4.64341944	2.03	2.9
QZ 3	MORRISVIL, PA	QA 27	WOODBOURN, PA	TN	TRENTON	1.66041991	0.54	0.52
QT 5	TOLSTANLE, OH	QTC 69	WOODVILLE, OH	TT	TOLEDO TERMINAL	13.81434662	2.03	0.01
QB 21	FRAMINGHA, MA	QB 45	WORCESTER, MA	FN	FOREIGN NETWORK	16.55922975	37.36	14.56
QB 29	WESTBORO, MA	QB 45	WORCESTER, MA	FN	FOREIGN NETWORK	7.47152142	0.55	0.48
QG 15	SELKIRK, NY	QB 45	WORCESTER, MA	C9	CASTLETON	3.17247327	0.55	0.49
0KC110	CINCINNAT, OH	000T54	WORTHVILL, KY	CT	CINCINNATI TERMINAL	4.44833414	0.63	0.48
00C172	CORBIN, KY	S 612	YULEE, FL	KD	KD	44.58196956	0.41	1.08

APPENDIX A

November 18, 2026

Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
Office of Chief Counsel
395 E Street, SW
Washington, DC 20423

Re: Docket No. FD 36873, *Union Pacific Corp., et al. – Control – Norfolk Southern Corp., et al.*

Dear Ms. Brown:

As counsel for CSX Transportation, Inc. ("CSXT"), I am familiar with the Responsive Application to grant CSXT trackage rights over NS between Lurgan, PA, and Manville, NJ, together with the right to interchange with Lehigh Valley Rail Management's Phoenix Rail terminal in Bethlehem, PA and access its existing terminal. I am of the opinion that the transaction described in said Responsive Application meets the requirements of law and will be legally authorized and valid, if approved by the Board.

Sincerely,

/s/ Steven Armbrust

Steven Armbrust
Assistant General Counsel
CSX Transportation, Inc.

APPENDIX B

PHOENIX RAIL
8400 E Crescent Parkway, Suite 554
Greenwood Village, CO 80111

November 16, 2026

Chris Maffett
Senior Director, Joint Facilities and Intercarrier Strategy
500 Water Street
Jacksonville, FL 32202

Dear Chris:

I am writing in response to your letter of November 11, 2026, inquiring regarding the ability and capacity of Lehigh Valley Rail Management to handle CSXT intermodal and carload traffic at its Bethlehem, Pennsylvania facilities should the Surface Transportation Board (STB) approve the UP/NS transaction subject to the Eastern Pennsylvania trackage rights condition requested by CSXT.

As you know, Lehigh Valley Rail Management ("LVRM") is a Class III railroad owned by Phoenix Rail Holdco, LLC and is located in the heart of the Northeast corridor in Bethlehem. It owns and operates Bethlehem Intermodal (the "Terminal"), a 100-acre intermodal terminal facility offering unmatched logistical access in close proximity to major markets like New York City, Philadelphia, Baltimore, and Washington, D.C., and is within reach of one-third of the U.S. population in a single day. With direct access to Interstates 78, 476, and 22, the Terminal is a premier hub for intermodal freight transportation, enabling efficient, flexible, and strategic operations.

The Terminal is exclusively served by LVRM. As an independently owned and operated Class III railroad, LVRM provides service, upon reasonable request and on commercially reasonable terms, to customers with access to its lines. Subject to existing commitments, operating conditions, and any necessary operating arrangements with connecting carriers, the Terminal has available capacity to accommodate more than twice its current intermodal volumes and LVRM is able to accommodate trains in excess of 12,000 feet. If the STB imposes the requested condition, LVRM would have the ability, subject to the same limitations, to interchange with CSXT at the River Yard (which is where we interchange with NS), prepare CSXT outbound trains for departure, and handle both intermodal and carload traffic, and LVRM would be willing to coordinate with NS and CSXT to support efficient operations.[1]

LVRM's desire is to preserve and grow its volume and scope of services to continue to serve its customers, whoever they may be, and maintain its position as a critical node in the national railroad network.

Sincerely,

Alex Yeros
Chief Executive Officer

[1] This letter is provided for informational purposes only, reflects LVRM's current operations and conditions, which may change, and does not constitute an offer, agreement, or commitment to provide any particular service, capacity, or rates. Any such service would be subject to mutually acceptable definitive agreements. LVRM takes no position in this letter on the merits of the UP/NS transaction.