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Office of Chief Counsel
November 18, 2026
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REDACTED VERSION – TO BE PLACED ON PUBLIC RECORD

CSXT-50

November 18, 2026

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. 53), CSX Transportation, Inc.—Trackage Rights—Norfolk Southern Railway Company and Norfolk and Portsmouth Belt Line Railroad between Seaboard Jct., VA and Norfolk International Terminals

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.

Please contact me directly if you have any questions.

[Signature page follows.]

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November 18, 2026
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F I L E D
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Respectfully submitted,



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Enclosures

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BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873 (SUB-NO. 53)

CSX TRANSPORTATION, INC. —TRACKAGE RIGHTS— NORFOLK SOUTHERN RAILWAY COMPANY AND NORFOLK & PORTSMOUTH BELT LINE RAILROAD BETWEEN SEABOARD JCT., VA AND NORFOLK INTERNATIONAL TERMINALS

APPLICATION & EXHIBITS

PUBLIC VERSION

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Dated: November 18, 2026

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1180.6(a)(5)	A list of the State(s) in which any part of the property of each applicant carrier is situated.	22
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	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.	22
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).	22
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.	23
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.	23
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.	23
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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..... 25
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..... 25
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..... 25
1180.6(b)(5)	Issues (exhibit 10). Submit a discussion of any other issues relevant to the transaction..... 26
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..... 26

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. 27

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). 27

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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. … 28

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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. 29

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EXHIBITS

Exhibit 1: **Maps**

Exhibit 1A: Map of CSXT Trackage Rights Route

Exhibit 2: **Proposed Agreements**

Exhibit 2A: Trackage Rights Addendum between NS and CSXT

Exhibit 2B: Trackage Rights Agreement between NPBL and CSXT

Exhibit 4: **Environmental Data**

Exhibit 12: **Market Analyses**

Exhibit 12A: Verified Statement of Maryclare Kenney

Exhibit 12B: Verified Statement of Julie M. Carey

Exhibit 13: **Operating Plan**

Exhibit 14: **Density Charts**

APPENDICES

Appendix A: **Opinion of Counsel**

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873 (SUB NO. 53)

CSX TRANSPORTATION, INC.
—TRACKAGE RIGHTS—
NORFOLK SOUTHERN RAILWAY COMPANY AND NORFOLK & PORTSMOUTH BELT LINE RAILROAD BETWEEN SEABOARD JCT., VA AND NORFOLK INTERNATIONAL TERMINALS

RESPONSIVE APPLICATION OF CSX TRANSPORTATION, INC.

Pursuant to 49 U.S.C. § 11324(c), 49 C.F.R. Part 1180, and 49 U.S.C. § 11102, 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 and Norfolk & Portsmouth Belt Line Railroad Company ("NPBL") lines from Seaboard Junction to Norfolk International Terminal ("NIT"), including trackage rights over and restoration of the Connecting Line described below.[1]

[1] All Exhibits which are attached to this Responsive Application are identified as "Exhibit" and listed in the above Exhibits List at vii. 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.

INTRODUCTION

The proposed UP/NS merger would place NS's direct on-dock rail access to NIT, together with its control of NPBL, under the control of a transcontinental carrier with an added financial incentive to foreclose competing interline service. CSXT already depends on NS-controlled NPBL and NS-controlled infrastructure to reach NIT by rail. By combining that control with UP's western network, the merger would give UP/NS an added incentive to steer traffic away from BNSF–NS and CPKC–NS interline service to its own single-line offering. The identified trackage rights would enable CSXT to offer an independent on-dock rail alternative and partially mitigate that merger-related foreclosure risk. CSXT continues to oppose the merger. As explained in *CSXT's Comments* (CSXT-46), *Union Pac. Corp.–Control–Norfolk S. Corp.* ("*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 at NIT.

NIT is one of the East Coast's most important deepwater intermodal terminals and a critical connection between ocean carriers and inland markets. Its significance is growing as the Virginia Port Authority ("VPA") expands rail and terminal capacity. Because ocean carriers purchase rail service across multiple ports and inland destinations, constraints on rail access at NIT can limit ocean carriers' practical choice of railroads for broader contracts.

The Board approved NS's control of NPBL in April 2026 in FD 36836 (the "NPBL control proceeding"), subject to monitoring and oversight. *See Norfolk S. Corp. et al.— Acquisition of Control— Norfolk & Portsmouth Belt Line Railroad Co.* ("*NPBL Control*"), Decision No. 14, FD 36836 (S.T.B. served Apr. 6, 2026). Yet structural and operational barriers to CSXT's service remain. Effective competition requires sufficient capacity and dependable on-dock service, not access that is available in theory but constrained in practice.

This condition would address those constraints by granting CSXT trackage rights over NPBL and NS lines over NPBL's line from Seaboard Junction to NS Junction; NS's lines from NS Junction to and through Portlock Yard; NS's route from Portlock Junction through QM Junction to NIT; and NS's segments from West Junction to QM Junction, including all three legs of the QM Junction Wye. The request also encompasses the line between NS Junction and Carolina Junction, including restoration of the double diamond at NS Junction and the connection to Carolina Junction (the "Connecting Line"). With those rights, CSXT could offer commercially viable on-dock service, compete more effectively for ocean carriers' business, and provide an independent eastern connection for competing interline movements. Shippers would gain an effective on-dock rail alternative without losing their existing service options. Economist Julie M. Carey finds that granting CSXT these trackage rights would 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. *See* generally Exhibit 12B, V.S. Carey.

This condition is geographically limited and would use existing rail corridors, together with restoration of the Connecting Line. NS would retain its direct access and ability to serve NIT. *See* Exhibit 12B, V.S. Carey at 23-24. CSXT does not seek to relitigate the NPBL control proceeding. Rather, it seeks to advance the Board's interest in preserving "the competitive balance" at NIT (*see NPBL Control*, Decision No. 14, slip op. at 23) and to address the new threats posed by the proposed UP/NS merger. The merger could further undermine that competitive balance by giving the combined carrier a greater financial incentive to exploit existing access barriers to disadvantage competing western carriers and their interline services. Exhibit 12B, V.S. Carey at 19-22. The requested trackage rights would address that additional

incentive while creating real on-dock competition. *See, e.g.*, Exhibit 12A, V.S. Kenney at 6-8; Exhibit 12B, V.S. Carey at 23-25.

Granting CSXT trackage rights is also consistent with the Board's established approach to merger remedies. The Board has recognized that trackage rights can 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.*, 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. Granting CSXT access would serve both purposes: protecting against merger-related foreclosure and creating effective on-dock competition at NIT.

CSXT identifies these rights as a condition to any approval of the UP/NS merger, not as a transaction inconsistent with the primary application. The Board has explained that neither the statute nor its regulations requires it to classify such responsive applications as major, significant, or minor. *Canadian Pac. Ry.—Control—Kan. City S.*, FD 36500 (S.T.B. served July 1, 2022), slip op. at 6. Rather, whether 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, these trackage rights would warrant treatment as a minor transaction because they "clearly will not have any anticompetitive effects." *See* 49 C.F.R. § 1180.2(b)(1). The requested trackage rights would 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. Exhibit 12B, V.S. Carey at 23. Rather, introducing CSXT as a direct on-dock rail competitor at NIT would expand competitive options for ocean carriers and shippers while preserving NS's continued access to and operations at NIT. Exhibit 12B, V.S. Carey at 22-25. No customer would lose an existing rail transportation option. Instead, the trackage rights

would enable CSXT to compete effectively for on-dock traffic at NIT and help improve competing western interline service without requiring customers to depend on UP/NS for the eastern connection. The transaction would thus expand customers' practical transportation choices while partially addressing the foreclosure risk at NIT created by the merger.

However, 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), (b)(5)-(b)(8), understanding that, pursuant to 49 C.F.R. § 1180.4(f)(4), the waiver granted in Decision 46 applies equally to CSXT. See *Union Pac. Corp.—Control—Norfolk S. Corp.* ("*UP/NS*"), Decision No. 46, FD 36873, et al., (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. The UP/NS Merger Would Create an Additional Incentive to Use Control of Rail Access at NIT to Foreclose Interline Competition.

a. NIT is a key terminal for intermodal freight, and only NS has direct on-dock rail access.

NIT, the largest marine terminal at the ports operated by the Virginia Port Authority ("VPA"), connects international container shipments with the Midwest and other inland markets.[2] *See* Exhibit 12A, V.S. Kenney at 4; *see also* Exhibit 12B, V.S. Carey at 4-5. NIT is

[2] Ex. 72, NS_00122764 at -812 ({{ }}); Ex. 71, NS_00119544 at -553 ({{ }}).

one of the country's top five individual marine terminals in rail-served container throughput. Exhibit 12A, V.S. Kenney at 4. Its growing capacity makes effective rail access increasingly important: the ongoing $650 million expansion is expected to raise annual throughput capacity from approximately {{ }} to {{ }}. Exhibit 12B, V.S. Carey at 4-5.[3] The expanded terminal would have more than {{ }} greater annual capacity than Virginia International Gateway ("VIG"), VPA ports' other principal container terminal. Exhibit 12B, V.S. Carey at 4-5. Compared to NIT, VIG is smaller and often operates at capacity. Exhibit 12B, V.S. Carey at 13-14.

Rail access to NIT differs materially between NS and CSXT. CSXT reaches NIT through switching service provided by the Norfolk & Portsmouth Belt Line Railroad Company ("NPBL") over its connection with NS's line. Exhibit 12B, V.S. Carey at 4. The Board authorized NS's control of NPBL in FD 36836. *See generally NPBL Control*, Decision No. 14. NS, by contrast, reaches NIT directly over its own lines without using NPBL's switching services. Exhibit 12B, V.S. Carey at 4.

Access at NIT affects CSXT's ability to compete for contracts covering far more than an individual terminal or lane. Ocean carriers commonly select rail providers through multi-year arrangements encompassing multiple ports and inland destinations. Exhibit 12A, V.S. Kenney at 4. A gap in CSXT's terminal coverage can therefore weaken its bid for a broader package of business. Nor can CSXT assume that its customers' cargo will arrive at a terminal it can serve more effectively. VIT, which operates VPA's marine terminals, assigns vessels within the port, and customers may need rail service at both NIT and VIG. Service at another port consequently

[3] This is part of an ongoing expansion plan. The 2024 expansion of NIT's Central Rail Yard increased annual rail capacity by more than 30%, and the additional North Terminal expansion was projected to add 1.4 million TEUs of capacity. Exhibit 12B, V.S. Carey at 4-5, 12 n.35.

does not replace the ability to handle containers discharged at NIT. Exhibit 12A, V.S. Kenney at 4; *see also* Exhibit 12B, V.S. Carey at 13-14, 22-23.

NS's own materials underscore NIT's strategic importance. NS identifies NIT as its {{) }} and identifies {{ }}. Ex. 71, NS_00119544 at -551-53. Moreover, {{ }}, is a stated goal of the combined UP/NS, whose growth strategies call for growth in Norfolk imports. Ex. 72, NS_00122764 at -812, -834.

In their Description of Anticipated Responsive Application, VPA and VIT state that they anticipate seeking both trackage rights for CSXT to access NIT and the sale to VPA of certain NS- or NPBL-owned access tracks and associated property, enabling VIT to control traffic flow into and out of NIT as a neutral party. *See VPA & VIT's Description of Anticipated Responsive Application*, *UP/NS*, FD 36873 (Sep. 9, 2026), at 2-3. VIT's ability to control traffic flow could help ensure that NS's and CSXT's operations at NIT are equally efficient.

b. CSXT lacks independent on-dock access to NIT and cannot compete effectively with NS.

NS's internal documents acknowledge the disparity in access at NIT. In a strategy document recirculated on August 9, 2024, Michael McClellan, NS's Senior Vice President and Chief Strategy Officer, confirmed that {{ }}. Ex. 85, NS_00401440 at -447 (Dep. Ex. 365); *see also id.* at -443 ({{ }}). NS agrees that these advantages are structural and that it intends to capitalize on them. Comparing its {{ }} to CSXT's, it has internally highlighted its {{ }}. Ex. 81, NS_00188347 at -349 (June 2025 NS

{{ }}); *see also id.* at -372 ({{ }}).

The Board's April 6, 2026 decision approving NS's control of NPBL did not remove all of the barriers to CSXT's effective on-dock service. The Board required NS to honor commitments to ensure NPBL's impartial operation, existing transportation and routing options, and commercially reasonable rail access to NIT, and imposed five years of oversight. *NPBL Control,* Decision No. 14, slip op. at 28-30. It declined, however, to condition its approval on granting terminal trackage rights to CSXT or restoring the Connecting Line. *Id*. at 30.[4] CSXT has pursued service under the resulting framework, and the start of limited on-dock rail movements is meaningful progress. Nevertheless, its subsequent operating experience shows that service commitments and oversight have, to date, not delivered access at the scale and reliability needed for effective competition. As reported to the Board on October 5, 2026, NS denied the limited operating rights CSXT sought to obtain headroom for longer trains; the Connecting Line remains out of service; and NPBL cannot use all three legs of the wye at QM Junction. Exhibit 12A, V.S. Kenney at 5-6; Exhibit 12B, V.S. Carey at 16-18.

CSXT's limited on-dock rail service has not placed it on competitive terms with NS. Unlike NS, which reaches NIT directly, CSXT must rely on NPBL switching and an NS-controlled route. *See* Exhibit 12A, V.S. Kenney at 4-5; Exhibit 12B, V.S. Carey at 7. A 5,800-foot inbound train-length limit and restricted operating days constrain the volume CSXT can deliver, while NS operations have blocked NPBL movements for periods of five to six hours.

[4] CSXT also filed a petition to reject or reopen and revoke the notices of exemption for NS to discontinue service over, and NPBL to discontinue trackage rights over, the Connecting Line. Those proceedings, AB 290 (Sub-No. 299X) and AB 1024X, were held in abeyance by the Board on September 25, 2025. *CSX Transp. Inc. v. Norfolk S. Corp* (Abeyance Decision), NOR 42183 et al. (S.T.B. served Sept. 25, 2025), slip op. at 5-6.

Exhibit 12A, V.S. Kenney at 5-6; Exhibit 12B, V.S. Carey at 16-18. These restrictions impair both capacity and service dependability. *See* Exhibit 12A, V.S. Kenney at 5-6; *see also* Exhibit 12B, V.S. Carey at 16-18. CSXT consequently continues to use subsidized drayage for NIT traffic that its on-dock rail service cannot accommodate. *See* Exhibit 12A, V.S. Kenney at 5. That workaround requires an additional truck movement and exposes containers to road congestion, gate delays, and equipment-availability constraints. Customers value on-dock rail service because it avoids those extra steps, facilitates timely inland movements, and can provide service on more days of the week. *See* Exhibit 12A, V.S. Kenney 4, 6; Exhibit 12B, V.S. Carey at 8, 22-23.

These operational barriers are compounded by constraints on the NS and NPBL route serving NIT. NS previously discontinued service over the Connecting Line between NS Junction and Carolina Junction, and NPBL discontinued its trackage rights over that segment. NS subsequently removed the double diamond at NS Junction and the connection at Carolina Junction, rendering the Connecting Line unusable. Exhibit 12A, V.S. Kenney at 6; Exhibit 12B, V.S. Carey at 18. The alternative route traverses track with a 15+ degree curvature adjacent to Portlock Yard and Portlock Junction; absent the curvature waiver currently in place, NPBL (and consequently CSXT) would need to use Portlock Yard, requiring disassembly, a locomotive runaround, and reassembly that would add several hours. Exhibit 13, Op. Plan at 6. At QM Junction, NPBL lacks trackage rights over all three legs of the wye, while NS can use all three. This unequal access gives NPBL less operational flexibility than NS and makes CSXT's NPBL-based service to NIT materially less efficient. Exhibit 12A, V.S. Kenney at 5-6; Exhibit 12B, V.S. Carey at 14-18.

In short, CSXT's limited on-dock rail access through NPBL has not provided the capacity, reliability, and efficiency necessary to give NIT customers an effective competitive alternative to NS. *See* Exhibit 12A, V.S. Kenney at 5-6; Exhibit 12B, V.S. Carey at 18.

c. The merger would give UP/NS an additional incentive to exploit its control of rail access at NIT and foreclose interline competition.

By combining NS's direct on-dock rail access to NIT with UP's western network, the merger would create an added incentive to favor the combined carrier's single-line service over competing interline offerings. Today, NS's interline partners include UP, BNSF, and CPKC. *See* Exhibit 12A, V.S. Kenney at 6-7; Exhibit 12B, V.S. Carey at 20. Once UP and NS share ownership, routing a shipment over the combined network would keep both the eastern and western revenue within the same corporate enterprise. An interline movement with BNSF or CPKC would not. That difference would create an additional incentive to favor UP/NS routes, giving the existing access restrictions a new significance for transcontinental competition. *See* Exhibit 12B, V.S. Carey at 20-22.

Moreover, a combined UP/NS could condition effective on-dock access at NIT on ocean carriers committing a broader share of their rail business to UP/NS, including traffic moving through other ports or to other inland destinations. *See* Exhibit 12A, V.S. Kenney at 6-7. Because ocean carriers typically procure rail service through arrangements covering multiple ports and destinations, that leverage could extend the competitive harm beyond NIT by inducing carriers to shift business away from CSXT, BNSF, and CPKC to secure dependable service at the terminal. *See supra* § I.a. Independent, commercially viable on-dock access for CSXT would help prevent UP/NS from using NIT access to foreclose competition for that broader business.

Economist Julie M. Carey's analysis places approximately {{ }} of the VPA ports traffic in transcontinental lanes, including movements involving Los Angeles, San Francisco, Seattle, Minneapolis, and Phoenix. Exhibit 12B, V.S. Carey at 19. She identifies BNSF as NS's principal interchange partner for that traffic and also identifies CPKC interline movements. Exhibit 12B, V.S. Carey at 20. The foreclosure concern therefore involves established routes, not merely hypothetical future business.

Existing traffic is only part of the competitive concern. CSXT could provide the eastern component of new interline offerings with BNSF and CPKC, but only if it can offer dependable on-dock rail service at commercially meaningful volumes. Continued restrictions on its terminal access will prevent that alternative from gaining a foothold. Without it, BNSF and CPKC, seeking to compete for NIT business, would still need the cooperation of NS, an eastern carrier that would be controlled by their western rival, UP. The trackage rights and restoration of the Connecting Line would help address that vulnerability before it becomes further entrenched in the expanded terminal's traffic patterns. *See* Exhibit 12B, V.S. Carey at 22-25.

A formal refusal to handle competing traffic is not necessary to impair competition. Train-length limits, switching delays, and route restrictions can leave access nominally available while making the resulting service unattractive to customers. *See* Exhibit 12A, V.S. Kenney at 5-6; *see also* Exhibit 12B, V.S. Carey at 18. The merger would give UP/NS an additional incentive to maintain or exploit those constraints to benefit its transcontinental network. Exhibit 12A, V.S. Kenney at 3, 6-7; Exhibit 12B, V.S. Carey at 19-22.

Moreover, the impact is broader than just movements in and out of NIT. As explained above, ocean carriers contract for portfolios of ports and inland destinations rather than lane by lane. See Exhibit 12B, V.S. Carey at 13. Exhibit 12A, V.S. Kenney at 4, 6. The merger would

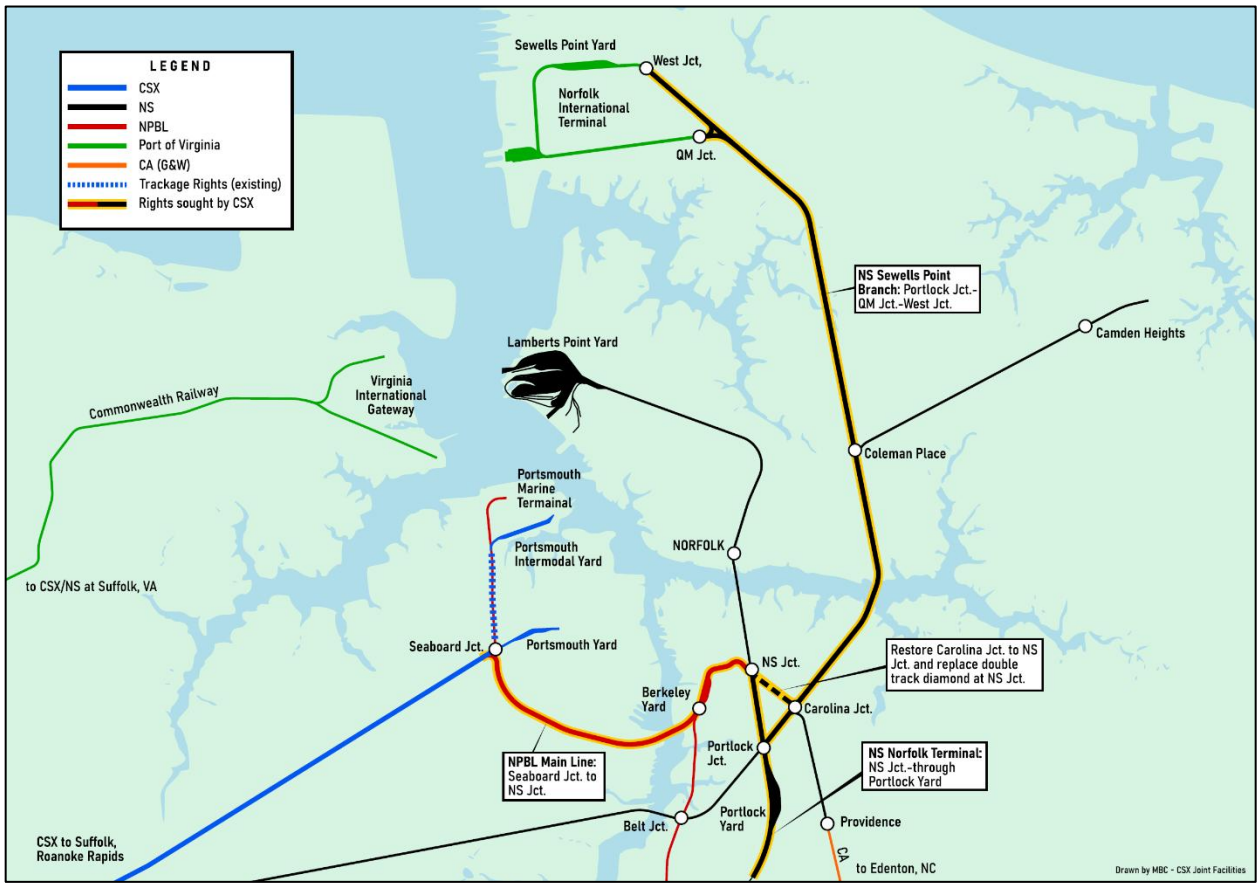
expand UP/NS's portfolio of ports and allow it to use its on-dock access at NIT as leverage to encourage ocean carriers to place more of their business with the combined carrier, including traffic that never moves through NIT. Existing barriers to CSXT's effective access would limit customers' practical alternatives and impair CSXT's ability to compete for those broader contracts. See Exhibit 12A, V.S. Kenney at 5-6.

II. Trackage Rights Would Enhance Competition and Benefit Shippers.

The Board's conditioning authority expressly encompasses trackage rights and access to other facilities. 49 U.S.C. § 11324(c); 49 C.F.R. § 1180.1(d). In exercising that authority, the Board considers whether a 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). Granting trackage rights to CSXT satisfies that standard: they would address the merger-related foreclosure risk identified above, expand customers' competitive options, and provide an operationally feasible alternative using existing rail and terminal infrastructure.

The requested trackage rights cover NPBL's line from Seaboard Junction to NS Junction; NS's lines from NS Junction to and through Portlock Yard; NS's route from Portlock Junction through QM Junction to NIT; and NS's segments from West Junction to QM Junction, including all three legs of the QM Junction Wye. The request also encompasses the Connecting Line between NS Junction and Carolina Junction, including restoration of the double diamond at NS Junction and the connection to Carolina Junction. Exhibit 13, Op. Plan at 3-4.

Figure 1: Map of CSXT Trackage Rights Route



These trackage rights would address the constraints on CSXT's current access to NIT. Restoration of the Connecting Line would enable the preferred route, avoiding the additional running time of the New Berkley Line alternative and the several-hour Portlock Yard process required if neither the preferred route nor that alternative were available. Trackage rights at QM Junction would address gaps in the available operating route. Exhibit 13, Op. Plan at 7-9. The remedy would use existing corridors together with restoration of the identified connection, rather than require construction of an entirely new competitive route to NIT.

Effective access would give ocean carriers and shippers a true independent on-dock rail option and permit CSXT to compete for traffic its present arrangements via NPBL do not allow it to serve effectively. Exhibit 12A, V.S. Kenney at 6-7; Exhibit 12B, V.S. Carey at 16-18, 23-25.

By addressing the constraints associated with CSXT's reliance on drayage and NS-controlled switching arrangements, effective access would also allow CSXT to compete more effectively for ocean carriers' business and give UP/NS the incentive to respond to that competition. Exhibit 12A, V.S. Kenney at 6-7. CSXT would have a commercial incentive to develop interline offerings with western partners. *See* Exhibit 12A, V.S. Kenney at 6-7. Independent CSXT operations would give those partners an eastern rail connection to NIT that does not depend on UP/NS's willingness to support competing interline service. *See* Exhibit 12A, V.S. Kenney at 6-7. The resulting alternative would help constrain UP/NS's ability to steer NIT traffic to its own network and strengthen competition over rates and service. Independent access would also limit UP/NS's ability to leverage NIT rates and routing to steer ocean carriers' business to the merged network. By adding UP's port connections to NS's existing terminal access, the merger would increase the range of business over which that leverage could operate, including shipments that never pass through NIT. *See* Exhibit 12A, V.S. Kenney at 6. NS would retain its direct access, existing infrastructure, and ability to serve NIT customers. *See* Exhibit 12B, V.S. Carey at 23-24.

The proposal is grounded in identified commercial opportunities, not an assumption that traffic would automatically shift to CSXT. Under Ms. Kenney's direction, CSXT's commercial team developed a forecast using customer RFP data, knowledge of transportation needs, and other opportunity data. Exhibit 12A, V.S. Kenney at 7-8. That analysis projects that, with on-dock rail access, CSXT could carry {{ }} annual revenue containers at NIT within three years after the Board grants the requested rights. Exhibit 12A, V.S. Kenney at 7-8; Exhibit 13, Op. Plan at 5.

The Operating Plan (Exhibit 13) provides an assessment of the proposed service, addressing crew requirements, scheduling, running times, dispatching, equipment, and

mechanical support. Its capacity review supports the conclusion that the proposed service is practicable and can be coordinated without substantially impairing NS's or NPBL's ability to conduct their own business. The parties would need to finalize appropriate train slots and coordinate dispatching and terminal, crew, and equipment arrangements. *See generally* Exhibit 13, Op. Plan.

To partially mitigate the merger-related harms at NIT, the Board should condition any approval of the UP/NS merger on the grant of trackage rights over the NPBL and NS lines necessary to provide effective on-dock rail service at NIT, together with the Connecting Line restoration requirements described above. This condition would help reduce the merged carrier's ability to foreclose competing interline service by providing an independent eastern rail connection to the terminal. It would also enhance rail-to-rail competition at NIT by enabling CSXT to offer shippers a commercially viable alternative to NS's direct on-dock service. These trackage rights would 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. Exhibit 12B, V.S. Carey at 23.

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. 53) is the grant of trackage rights on NS and NPBL lines from CSXT's connection at Seaboard Junction to NIT, as a condition of the Board's approval of the UP/NS merger. These trackage rights cover the following rail lines:

- NPBL's line between Seaboard Junction and NS Junction;
- Segments of NS's New Berkley Line N-Line and V-Line tracks between the division of maintenance west of Industrial Avenue and Carolina Junction, connected by the Wye Track;
- NS's line through Portlock Yard;
- NS's main and passing tracks between Carolina Junction and West Junction;
- Line segments from West Junction across Hampton Boulevard and around the NIT loop to QM Junction, including all three legs of the wye at QM Junction; and
- NS's Connecting Line between NS Junction and Carolina Junction, including restoration of the double diamond at NS Junction and the track connection at Carolina Junction.

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

Questions can be addressed to Applicant's counsel, Kent A. Gardiner, Crowell & Moring LLP, 600 Fifth Street NW, 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 condition transactions as soon as practicable following the effective date of a Board decision imposing this 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 NIT shippers' competitive interline options from the foreclosure risk created by the UP/NS merger and to enhance rail-to-rail competition for shippers who rely on access to NIT. As described above and

in *CSXT's Comments on Conditions* (CSXT-47), *UP/NS*, FD 36873 (Nov. 18, 2026), CSXT seeks trackage rights over NPBL's line from Seaboard Junction to NS Junction and NS's lines from NS Junction through Portlock Yard and from Portlock Junction through QM Junction to NIT. The trackage rights also include NS's line segments from West Junction to QM Junction, all three legs of the wye at QM Junction, and the currently discontinued Connecting Line between NS Junction and Carolina Junction, including restoration of the double diamond at NS Junction and the connection to Carolina Junction. Together, these rights could enable CSXT to provide a commercially viable on-dock rail alternative at NIT.

These rights would partially mitigate the effects of the merger-related change in NS's incentives. Today, NS handles NIT traffic that connects with UP, BNSF, and CPKC at inland gateways. Following the merger, UP/NS would have an additional incentive to use NS's control over NPBL and superior access to NIT to steer traffic to its own transcontinental service, capturing all revenue on both the western and eastern hauls. *See* Exhibit 12B, V.S. Carey at 19-22. By enabling CSXT to operate to and from NIT over NPBL and NS lines, the trackage rights would provide a competitive rail connection to CSXT's network and its interline partners. *See* Exhibit 12A, V.S. Kenney at 6-8; Exhibit 12B, V.S. Carey at 22-25.

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 competitive benefits of this transaction 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 Ms. Julie M. Carey, Senior Managing Director, NERA (Exhibit 12B). Those statements explain how the trackage rights and restoration of the Connecting Line would mitigate existing barriers to CSXT's commercially viable on-dock rail access at NIT, help improve competing interline service, and enhance rail-to-rail competition. The proposed transaction would provide a competitive on-dock alternative without eliminating shippers' existing transportation options. *See* Exhibit 12A, V.S. Kenney at 6-8; *see also* Exhibit 12B, V.S. Carey at 22-25.

As discussed above, the merger would give UP/NS an additional financial incentive to exploit NS's control over NPBL and superior access to NIT to favor the combined carrier's transcontinental service over competing interline offerings. The trackage rights and restoration of the Connecting Line would partially mitigate that risk by enabling CSXT to provide on-dock rail service over NPBL and NS lines connecting its network with NIT. That alternative would help improve shippers' ability to use competing interline services rather than depend on UP/NS for the rail connection to NIT. *See* Exhibit 12A, V.S. Kenney at 6-8; Exhibit 12B, V.S. Carey at 22-25.

The transaction would also enhance rail-to-rail competition by enabling CSXT to offer commercially viable on-dock service at NIT, where only NS currently has direct on-dock rail access. *See* Exhibit 12A, V.S. Kenney at 4, 7; Exhibit 12B, V.S. Carey at 22-25. CSXT's existing access through NPBL remains constrained by operational and structural barriers, including train-length restrictions, switching delays, and limitations on available routes.

Trackage rights and restoration of the Connecting Line would address those barriers and allow CSXT to compete more effectively for NIT traffic on rates, service, and routing. Shippers would retain their existing rail options while gaining a more effective competitive alternative. *See* Exhibit 12B, V.S. Carey at 22-25.

The 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. *See* Exhibit 12B, V.S. Carey at 23-25. Rather, it would enhance on-dock rail competition at NIT, help improve competing interline service, and expand shippers' practical transportation options without eliminating existing service.

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.***

The trackage rights on NS 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 financial consideration for the trackage rights related to NPBL can be found in Exhibit 2B. The economies to be effected in operations and the projected increase in traffic and revenues 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 and restoration of the Connecting Line would support the adequacy of transportation service at NIT by enabling CSXT to provide commercially viable on-dock rail service. This condition would grant CSXT trackage rights over NPBL and NS lines connecting its network with NIT. The condition would not require any carrier to withdraw service or eliminate any shipper's existing rail option. Rather, the condition could enable CSXT to truly compete directly for on-dock rail traffic at NIT and help improve shippers' access to competing interline service following the merger.

As explained in the Verified Statement of Maryclare Kenney in Exhibit 12A, CSXT's limited on-dock access remains constrained by operational and structural barriers, including train-length restrictions, delays to NPBL switching service, and limitations on the routes available to reach NIT. Exhibit 12A, V.S. Kenney at 5-6. Much of CSXT's minimal present NIT traffic is still handled by truck drayage because the rail alternative depends on NPBL switching and intermediate yard handling. *See* Exhibit 12A, V.S. Kenney at 4, 5. Direct operation under trackage rights would reduce reliance on cross-town drayage and intermediate switching. Exhibit 13, Op. Plan at 5-6. The requested trackage rights would address those barriers by allowing CSXT to operate to and from NIT over NPBL and NS lines, providing shippers with a commercially viable on-dock rail alternative. *See* Exhibit 12A, V.S. Kenney at 6-8; Exhibit 12B, V.S. Carey at 22-25. That access would strengthen service options at this important terminal and improve and preserve competitive interline movements without requiring the withdrawal of existing transportation services.

The Operating Plan in Exhibit 13 addresses the crew, scheduling, equipment, dispatching, and mechanical-support arrangements for the proposed service. The capacity analysis

demonstrates that CSXT's operations under the requested rights can be accommodated under projected post-merger traffic conditions without materially impairing existing freight or passenger service. *See* Exhibit 13, Op. Plan at 9-10. The proposed service, consisting of one intermodal train in each direction per day, is expected not to exacerbate blocked crossings or other adverse community impacts, but instead to help alleviate them by reducing reliance on cross-town drayage and intermediate switching. 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), service frequency would increase with demand during the first three years after the requested rights are granted, with seven-day-per-week service anticipated by the third year, assuming projected traffic volumes are realized. CSXT anticipates requiring four engineers and four conductors to support the planned service between Rocky Mount, NC, and NIT at an average of two trains per day, one in each direction, operating seven days per week, using its existing Rocky Mount crew base and hiring as needed. Other than train-and-engine crews hired as needed, no additional employees are anticipated to operate the trackage-rights lines, and no additional staffing is anticipated for CSXT's existing Rocky Mount-to-Norfolk lines in the signals, maintenance-of-way, or mechanical crafts. Exhibit 13, Op. Plan at 9-10.

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.***

Not applicable.

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 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 map depicting the proposed CSXT trackage rights route over NPBL and NS lines, NS's and NPBL's lines in the Norfolk/Portsmouth terminal area, and connections with NIT and other facilities.

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. 53) involves the grant of trackage rights to CSXT over lines of NS and NPBL including access to and egress from NIT and such other points as described in Exhibits 2A and 2B. 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 copies of CSXT's proposed trackage rights agreement.

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 the property of CSXT, NS or NPBL. The proposed transaction includes trackage rights on the following NS and NPBL lines:

- NPBL's line between Seaboard Junction and NS Junction;

- Segments of NS's New Berkley Line N-Line and V-Line tracks between the division of maintenance west of Industrial Avenue and Carolina Junction, connected by the Wye Track;
- NS's line through Portlock Yard;
- NS's main and passing tracks between Carolina Junction and West Junction;
- Line segments from West Junction across Hampton Boulevard and around the NIT loop to QM Junction, including all three legs of the wye at QM Junction; and
- NS's Connecting Line between NS Junction and Carolina Junction, including restoration of the double diamond at NS Junction and the track connection at Carolina Junction.

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 on the following lines of NS and its subsidiary NPBL to access NIT are:

- NPBL's line between Seaboard Junction, at approximately MP SA2, and NS Junction, at approximately MP NS 1.40;[5]
- NS's Connecting Line between NS Junction, at MP NS 1.40, and Carolina Junction, at MP NS 2.30, in Chesapeake, VA, a distance of 0.90 miles, including reinstallation of the double diamond at NS Junction and restoration of the track connection at Carolina Junction;
- Segments of NS's New Berkley Line N-Line and V-Line tracks between the division of maintenance located 60' west (railroad direction) of the edge of Industrial Avenue on the New Berkley Line, and Carolina Junction on the V-Line, provided that the connection between the N-Line and V-Line will be over the Wye Track at or near the V-Line at MP V4+4974.1', to its end at the point of switch for a left-hand turnout in the Switching Lead at MP N3+1749.5';
- NS's main and passing tracks between Carolina Junction at MP V4 + 1927.2' and West Junction at MP A7 + 1351.7', a distance of 9.329 miles;
- NS's line through Portlock Yard and line segments starting at West Junction, at approximately MP A7 + 1351.7', continuing westward across Hampton Boulevard and around the NIT loop, and ending at QM Junction, including all three legs of the wye at QM Junction.

[5] CSXT currently has certain access to NPBL's line between Seaboard Junction and Berkley Yard. However, CSXT's access is limited to operating rights for the purpose of interchange with NPBL. CSXT has no rights today from the Berkley Yard limit to NS Junction.

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*, CSXT believes the proposed transaction should be classified as "minor," but provides Exhibit 12 should the Board classify it as "significant." Exhibit 12 contains verified statements from Maryclare Kenney, CSXT's Senior Vice President and Chief Commercial Officer (Exhibit 12A), and Julie M. Carey, Senior Managing Director, NERA (Exhibit 12B). Ms. Kenney describes the commercial opportunities the requested trackage rights would create for CSXT. Ms. Carey analyzes their competitive effects and concludes that they "would 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." *See* Exhibit 12B, V.S. Carey at 23.

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 in Docket No. FD 36873, 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 Docket No. FD 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.

Respectfully submitted,



Kent A. Gardiner
CROWELL & MORING LLP

EXHIBIT 1

Exhibit 1A

Map of CSXT Trackage Rights Route

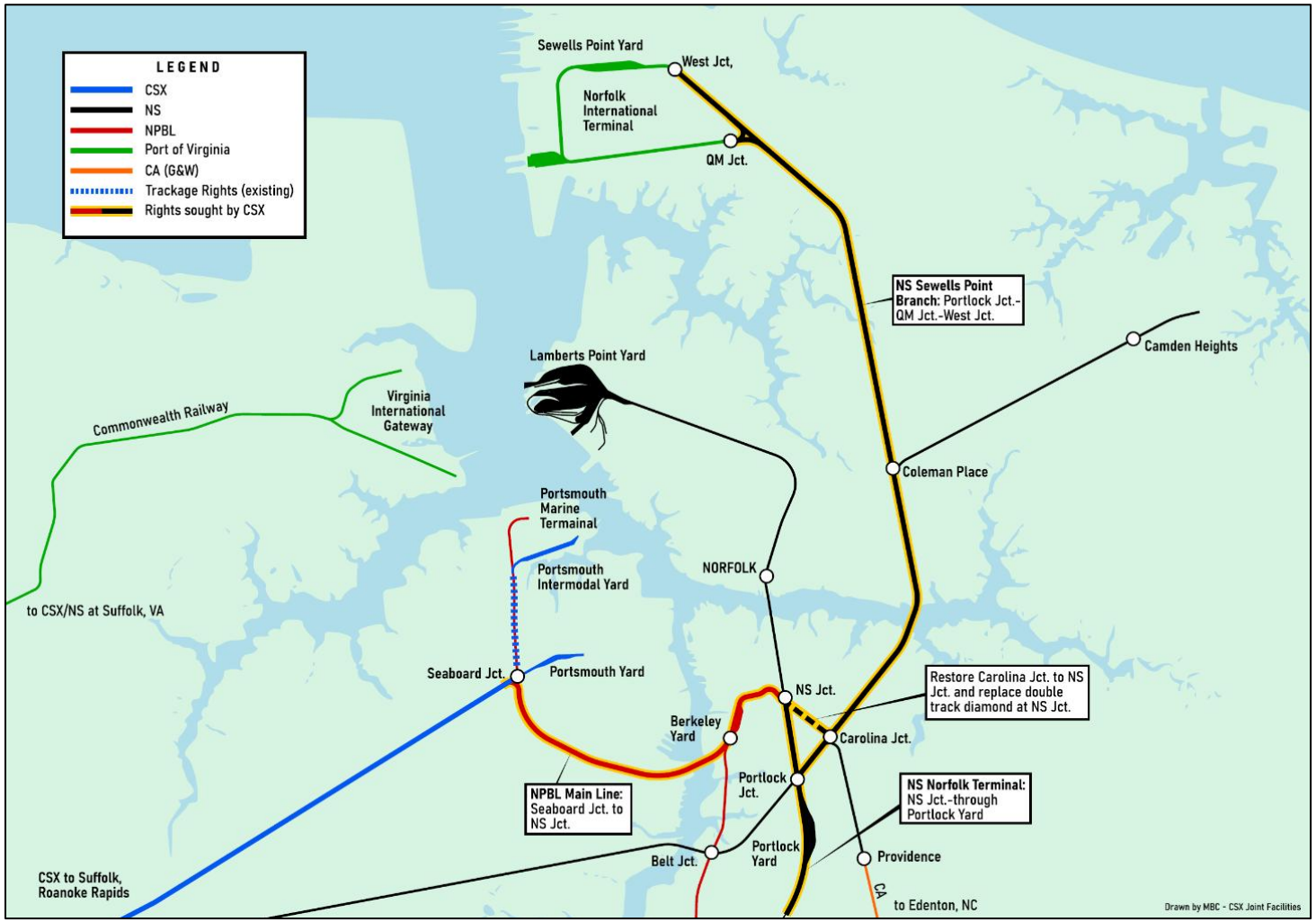


EXHIBIT 2

EXHIBIT 2A

TRACKAGE RIGHTS ADDENDUM

To Master Trackage Rights Agreement Dated June 1, 2002

By and Between

Norfolk Southern Railway Company

And

CSX Transportation, Inc.

Covering

Access to NIT

This Form A Trackage Rights Addendum dated _____, 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**"):

- NS's lines between NS Junction, at approximately MP NS 1.40, and Portlock Yard;
- NS's line through Portlock Yard;
- NS's line between Portlock Junction and QM Junction through to Norfolk International Terminal ("**NIT**");
- NS's main and passing tracks between Carolina Junction, at MP V4 + 1927.2′, and West Junction, at MP A7 + 1351.7′, a distance of approximately 9.329 miles;
- NS's line segments starting at West Junction, at approximately MP A7 + 1351.7′, continuing westward across Hampton Boulevard and around the NIT loop, and ending at QM Junction, including all three legs of the wye at QM Junction;
- Segments of NS's New Berkley Line N-Line and V-Line tracks between the division of maintenance located 60′ west (railroad direction) of the edge of Industrial Avenue on the New Berkley Line, and Carolina Junction on the V-Line, provided that the connection between the N-Line and V-Line will be over the Wye Track at or near the V-Line at MP V4+4974.1′, to its end at the point of switch for a left-hand turnout in the Switching Lead at MP N3+1749.5′; and

- NS's line between NS Junction, at MP NS 1.40, and Carolina Junction, at MP NS 2.30, in Chesapeake, Virginia, a distance of approximately 0.90 miles (the "Connecting Line") (currently out of service), including restoration of the double diamond and connecting track at NS Junction and the track connection at Carolina Junction.

User shall have the right to get on and off Owner's Subject Trackage at NS Junction (at the connection with the line of Norfolk and Portsmouth Belt Line Railroad Company ("**NPBL**")) and at NIT (including QM Junction and the NIT loop) (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 NS Junction and NIT. User shall not perform local freight service at any intermediate point on the Subject Trackage. Nothing in this Form A Trackage Rights Addendum limits User's existing rights over NPBL or User's use of NPBL switching service to reach NIT.

B. Routing. User's preferred route between NS Junction and Carolina Junction shall be the Connecting Line. Until the Connecting Line is restored, or whenever it is unavailable, User may operate between NS Junction and Carolina Junction over the New Berkley Line N-Line and V-Line tracks or, if that route is unavailable, through Portlock Yard. When operating through Portlock Yard, User may perform such train disassembly, reassembly, locomotive runaround and air brake testing as is reasonably necessary, in accordance with the instructions of Owner's yardmaster and dispatcher.

C. Operating Requirements. User's trains shall conform to Owner's maximum train length requirement at NIT and to 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. Owner shall not impose on User's trains any curvature, train-length or other operating restriction, including on the track adjacent to Portlock Yard and Portlock Junction, that is more restrictive than the restrictions Owner applies to its own comparable trains.

D. Dispatching and Scheduling. Owner shall dispatch User's trains between NS Junction and QM Junction on a fair and impartial basis. Movements within the NIT loop shall be directed by the Virginia International Terminals ("**VIT**") Yardmaster, and User's trains shall depart QM Junction upon clearance from the VIT Yardmaster and Owner's dispatcher. 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 NIT. User anticipates operating an average of two (2) trains per day, one (1) in each direction, with service frequency increasing in phases consistent with traffic demand to seven (7) days per week.

E. Restoration of the Connecting Line. Owner shall restore the Connecting Line, including the double diamond and connecting track at NS Junction and the track connection at Carolina Junction. User's use of the alternative routes described in Section 2.B shall not relieve Owner of this obligation.

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.

[intentionally left blank]

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:_____

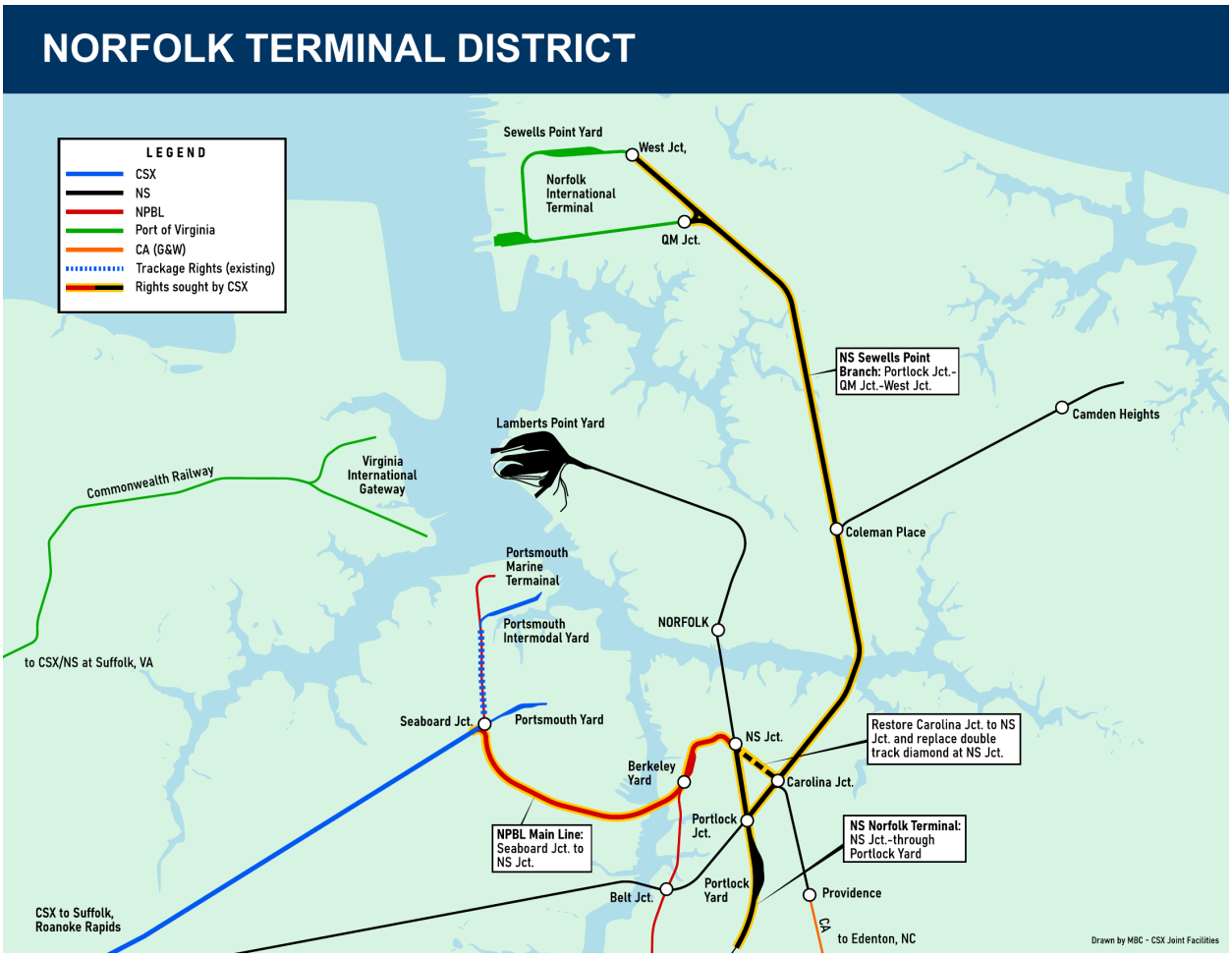
Name: _____

Title:_____

Attachment A (Map)

ATTACHMENT A

Subject Trackage



Norfolk Terminal District map (Exhibit 1 to the NIT Operating Plan) depicting the Subject Trackage: NS Junction (at the connection with NPBL) to Carolina Junction via the Connecting Line (preferred route) or, alternatively, via the New Berkley Line N-Line and V-Line tracks or through Portlock Yard and Portlock Junction; Carolina Junction to West Junction over NS's main and passing tracks (with NS's line between Portlock Junction and QM Junction); and West Junction across Hampton Boulevard and around the NIT loop to QM Junction, including all three legs of the wye at QM Junction; to be updated as needed.

EXHIBIT 2B

TRACKAGE RIGHTS AGREEMENT

THIS TRACKAGE RIGHTS AGREEMENT (the "**Agreement**"), is made and entered into this [●]th day of [●], 202[●] by and between **NORFOLK AND PORTSMOUTH BELT LINE RAILROAD COMPANY**, a Virginia corporation ("**NPBL**" or "**Owner**") and **CSX TRANSPORTATION, INC.**, a Virginia corporation ("**CSXT**" or "**User**"), each being hereinafter sometimes severally called "**Party**" and collectively called "**Parties**."

WHEREAS, CSXT has requested trackage rights over certain lines of railroad more specifically set forth in Exhibit A;

WHEREAS, Owner is agreeable to such an arrangement under the terms and conditions hereinafter set forth; and

NOW, THEREFORE, for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

ARTICLE 1. GRANT OF TRACKAGE RIGHTS

A. Subject to the terms and conditions herein provided, Owner hereby grants to User the right to operate its trains (locomotives or cars) with its own crews (hereinafter referred to as the "**Trackage Rights**") over the segments of Owner's railroad shown on the plan attached hereto as Exhibit A and incorporated herein by reference (hereinafter referred to as the "**Subject Trackage**").

B. Owner shall provide User with access to the Subject Trackage sufficient to operate one (1) train per day in each direction initially, and such additional trains as User's traffic reasonably requires, with train lengths of up to the length that conforms to Norfolk Southern Railway Company's maximum train length requirement for its own trains moving over its own line to and from NIT (currently 10,000 feet) and the equipment characteristics specified in Exhibit B, attached hereto and incorporated herein by reference, during the operating windows specified in that Exhibit. Such access shall include the connections, sidings and other facilities reasonably necessary for the authorized movements.

C. The Trackage Rights granted herein may be exercised by User or a rail-carrier affiliate of User, using its own crews, subject to obtaining any required regulatory approval or exemption. User shall remain responsible for such affiliate's performance of all applicable obligations under this Agreement, and the affiliate's operations shall be treated as User's operations for purposes of this Agreement. User or such affiliate may operate owned, leased or run-through locomotives and equipment in its account, subject to the applicable safety and operating requirements of this Agreement. Such exercise of the Trackage Rights shall not constitute an assignment or transfer requiring Owner's consent under Article 23.

ARTICLE 2. USE OF SUBJECT TRACKAGE

A. User's use of the Subject Trackage shall be in common with Owner and any other user of the Subject Trackage, and Owner's right to use the Subject Trackage shall not be diminished by this Agreement. Owner shall retain the exclusive right to grant to other persons rights of any nature in the Subject Trackage.

B. Except as may otherwise be provided by this Agreement, User shall not use any part of the Subject Trackage for the purpose of switching, storage or servicing cars or the making or breaking up of trains, except that nothing contained herein shall, upon prior approval of Owner, preclude the emergency use by User of such auxiliary tracks as may be designated by Owner for such purposes.

C. Owner shall retain control of the management and operation of the Subject Trackage, subject to User's rights and Owner's obligations under this Agreement. Owner shall exercise such control reasonably, without discrimination against User, and in a manner that permits User to exercise the Trackage Rights in accordance with the operating and service standards established under Article 11. Owner shall not unreasonably deny, restrict, interrupt or delay User's access to or use of the Subject Trackage. Owner's management and operational control shall not relieve Owner of its obligations under this Agreement or exclude liability for its breach of this Agreement. Responsibility for any Loss shall be determined under Article 14.

D. From time to time during the term hereof, economy and efficiency of operation may dictate the use of other than the aforesaid routes by User, and such alternate routes shall be at the sole discretion of Owner's dispatcher, subject to User crew qualification, and when used, shall be considered part of the Subject Trackage.

E. Owner shall make no retirement, withdrawal, elimination or disposal of any portion of the Subject Trackage that would permanently or materially impair its usefulness to User. Any substituted route shall be contiguous and of equal utility for User's authorized operations.

ARTICLE 3. RESTRICTION ON USE

The Trackage Rights herein granted are granted for the sole purpose of User using the same for the movement of User's trains between Seaboard Junction and NS Junction to and from Norfolk International Terminal ("NIT") over the connecting lines of Norfolk Southern Railway Company ("NS") and User shall not perform any local freight service whatsoever at any intermediate point located on the Subject Trackage. Nothing in this Agreement limits User's existing operating rights over Owner's line between Seaboard Junction and Berkley Yard for purposes of interchange with Owner, or User's use of Owner's switching services.

ARTICLE 4. MISCELLANEOUS SPECIAL PROVISIONS

A. When operating over the Subject Trackage, User's locomotives and crews shall be equipped to communicate with Owner on radio frequencies normally used by Owner in directing train movements on the Subject Trackage.

B. Procedures for qualification and occupancy of the Subject Trackage shall be arranged by the local supervision of each carrier. All control and usage shall be subject to the approval of Owner's representative or his designee.

ARTICLE 5. COMPENSATION

A. The factor to be used in calculating payments to be made by User for the Trackage Rights covered by this Agreement shall be {{[redacted]}} (hereinafter referred to as the "**Current Charge**"). User shall pay Owner a sum computed by multiplying: (i) the Current Charge by (ii) the number of cars (loaded and empty), and locomotive 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, for the purpose of this Agreement shall be counted as one car.

B. With respect to articulated units, the number of cars shall be determined by the Association of American Railroads ("**AAR**") Car Type Code as defined in the UMLER Specification Manual. For AAR Car Type Codes which begin with "Q" or "S", the second number in the code shall indicate the car count for an articulated unit. For example, AAR Car Type Code "S635" would equate to a three (3) car count as these units have three (3) wells capable of handling containers in each well. The maximum number of wells for

any "S" car shall be five (5), and the maximum of wells for any "Q" car shall be ten (10) and will be designated with the number zero "0" in the second numeric position.

C. User shall furnish Owner information concerning all loaded and empty cars in electronic data interchange transmission between the carriers. This procedure shall be required at the time the AAR defines the standard reporting procedures for trackage rights carriers. The carriers shall determine the minimal data requirements.

D. The Current Charge shall be revised upward or downward each year, beginning with the payment for the month of the first July following the date of the Agreement, and each July thereafter, to compensate for seventy-five percent (75%) of the increase or decrease in the cost of labor and material, excluding fuel, as reflected in the "Annual Indexes of Charge-Out Prices and Wage Rates (1977=100)," included in the "AAR Railroad Cost Indexes" and supplements thereto. In making such determination, final "Material prices, wage rates and supplements combined (excluding fuel)" indexes for the East District shall be used.

E. The Current Charge shall be revised by calculating the percentage of increase or decrease in the index of the latest calendar year (2027 Index for the first annual adjustment) as related to the index for the previous calendar year (2026 Index for the first annual adjustment) and applying it to the Current Charge.

F. By way of example, assuming "A" to be the "Material prices, wage rates and supplements combined (excluding fuel)" final index figure for 2027; "B" to be the "Material prices, wage rates and supplements combined (excluding fuel)" final index figure for 2026; "C" to be the Current Charge; "D" to be the percent of increase or decrease; then the revised Current Charge would be determined by the following formula:

(1) $D = (A - B) / B$

(2) $(D \times C) + C =$ revised Current Charge, effective July 1 of year being revised.

G. In the event the base for the "Annual Indexes of Charge-out Prices and Wage Rates" issued by the AAR shall be changed from the year 1977, appropriate revision shall be made. If the AAR or any successor organization discontinues the "Annual Indexes of Charge-out Prices and Wage Rates," an appropriate substitute for determining the percentage of increase or decrease shall be negotiated by the Parties hereto. In the absence of agreement, the Parties shall submit the matter of identifying an appropriate substitute to binding arbitration as provided herein.

H. At the option of either Party hereto, the compensation provided for herein shall be open for renegotiation every five (5) years from the Effective Date. In the event the Parties fail to reach agreement upon such renegotiation, such failure shall not constitute a breach of this Agreement, and the Parties shall continue to be bound by the terms of compensation as provided herein until the matter is settled or submitted to arbitration.

ARTICLE 6. PAYMENT OF BILLS

A. User shall furnish to Owner, in agreed upon format, care of

_____
_____
_____
_____

at the end of each month, a statement of the number of locomotive units and loaded and empty cars operated

over the Subject Trackage during the month.

B. Owner shall on or about the tenth (10th) day of each month render billing to User for the previous month's service on the Subject Trackage computed in accordance with the terms and conditions of this Agreement.

C. All payments called for under this Agreement shall be made within thirty (30) days after receipt of bills therefor. No payments shall be withheld because of any dispute as to the correctness of items in the bills rendered, and any discrepancies reconciled between the Parties hereto shall be adjusted in the accounts of a subsequent month. The records of each Party hereto, insofar as they pertain to matters covered by this Agreement, shall be open at all reasonable times to inspection by the other Party.

D. Bills rendered pursuant to the provisions of this Agreement shall include outside contractor charges, direct labor and material costs, together with the surcharges, overhead percentages (which include administrative oversight of an outside contractor), and equipment rentals in effect at the time any work is performed.

ARTICLE 7. ACCOUNTING RECORDS

The records of each Party hereto, insofar as they pertain to matters covered by this Agreement, shall be retained for a period of three (3) years from the date of billing and shall be open at all reasonable times to inspection by the other Party during such period.

ARTICLE 8. MAINTENANCE OF SUBJECT TRACKAGE

A. Owner shall, at its sole cost and expense, inspect, maintain, repair and renew the Subject Trackage, including its roadbed, bridges, structures, switches, signals, communications systems and Positive Train Control facilities under Owner's control, in compliance with applicable law and in a condition sufficient to support User's authorized operations under this Agreement.

B. Throughout the term of this Agreement, Owner shall maintain the Subject Trackage at no less than the track classification and operating capability specified in Exhibit B, including the maximum authorized freight speeds, axle loads, clearances, train lengths and other operating characteristics specified therein. Exhibit B shall include the agreed timetable in effect as of the Effective Date (as defined below) and identify any additional operating requirements agreed by the Parties. Where the timetable and the expressly stated requirements in Exhibit B differ, the requirements expressly stated in Exhibit B shall control.

C. No subsequent amendment to Owner's timetable, operating rules or other published operating requirements shall, by itself, amend or reduce Owner's obligations under this Article 8(A). Any permanent reduction in the agreed track classification or operating capability shall require User's prior written consent, except to the extent continued compliance is prohibited by applicable law or a binding governmental order.

D. Owner may impose a temporary restriction only to the extent reasonably necessary to address an unsafe condition or comply with applicable law. Owner shall promptly notify User of the restriction, its cause, its anticipated operational effects and its expected duration. Owner shall diligently undertake the measures necessary to restore the agreed operating capability and shall provide User with material updates until restoration is complete. The imposition of a temporary restriction shall not excuse any failure by Owner to comply with its inspection, maintenance, repair or renewal obligations.

E. Owner shall take commercially reasonable steps to minimize interruptions to User's operations, coordinate planned maintenance with User, and comply with the applicable notice, alternative-routing and restoration requirements of this Agreement.

F. Nothing in this Article 8 shall release Owner from responsibility for breach of this Agreement, alter the allocation of responsibility under Article 14, or limit User's rights or remedies under Articles 11 or 17.

ARTICLE 9. CONSTRUCTION AND MAINTENANCE OF NEW CONNECTIONS

A. Existing connections or facilities that are jointly used by the Parties hereto shall continue to be maintained, repaired and renewed by and at the expense of the Party or Parties responsible for such maintenance, repair and renewal under such agreements.

B. Any additional connections to the Subject Trackage which may be required shall be subject to Owner's approval (including design) and shall be constructed, maintained, repaired and renewed as follows:

(i). User or others shall furnish all labor and material and shall construct, maintain, repair and renew at its sole cost and expense such portions of the tracks located on the right-of-way of User or others which connect the respective lines of the Parties hereto.

(ii). Owner shall furnish all labor and material and shall construct, maintain, repair and renew at the sole cost and expense of User such portions of the additional tracks located on the right-of-way of Owner which connect the respective lines of the Parties hereto. Upon termination of this Agreement, Owner may at its option remove the portion of such trackage and appurtenances as may be located on property of Owner, at the sole cost and expense of User. The salvage material removed shall be released to User or, as otherwise agreed upon, Owner shall credit User the current fair market value for said salvage. If Owner retains a User-funded connection or facility for continued use following termination, Owner shall reimburse User for the unamortized portion of User's approved capital contribution, calculated using the amortization period agreed before construction. The Parties shall also agree before construction on appropriate credits if Owner or another user subsequently benefits from the connection or facility.

ARTICLE 10. ADDITIONS, RETIREMENTS AND ALTERATIONS

A. Owner, from time to time and at its sole cost and expense, may make changes in, additions and betterments to or retirements from the Subject Trackage as shall, in its judgment, be necessary or desirable for the economical or safe operation thereof or as shall be required by any law, rule, regulation, or ordinance promulgated by any governmental body having jurisdiction. Such additions and betterments shall become a part of the Subject Trackage and such retirements shall be excluded from the Subject Trackage.

B. If the Parties agree that changes in or additions and betterments to the Subject Trackage, including changes in communication or signal facilities, are required to accommodate User's operations beyond that required by Owner to accommodate its operations, Owner shall construct the additional or altered facilities and User shall pay to Owner the cost thereof, including the annual expense of maintaining, repairing and renewing such additional or altered facilities.

ARTICLE 11. MANAGEMENT AND OPERATIONS

A. User shall comply with the provisions of the Federal Locomotive Inspection Act and the Federal Safety Appliance Act, and the Rail Safety Improvement Act of 2008 as amended, and any other federal and state and local laws, regulations and rules respecting the operation, condition, inspection and safety of its trains (locomotives and cars) while such trains, locomotives, cars, and equipment are being operated over the Subject Trackage. User shall indemnify, protect, defend, and save harmless Owner and its parent

corporation, subsidiaries and affiliates, and all of their respective directors, officers, agents and employees from and against all fines, penalties and liabilities imposed upon Owner or its parent corporation, subsidiaries or affiliates, or their respective directors, officers, agents and employees under such laws, rules, and regulations by any public authority or court having jurisdiction in the premises, when attributable solely to the failure of User to comply with its obligations in this regard.

B. User in its use of the Subject Trackage shall comply in all respects with the safety rules, operating rules and other regulations of Owner, including any rule or policy adopted by Owner regarding the "Positive Train Control" requirements imposed by any statutes, rules or other laws ("**PTC Laws**"), including the requirements of the Rail Safety Improvement Act of 2008, as amended, whether or not User would otherwise be exempt from such requirements, and the movement of User's trains (locomotives and cars) over the Subject Trackage shall at all times be subject to the orders of the transportation officers of Owner. User's trains shall not include locomotives or cars which exceed the width, height, weight or other restrictions or capacities of the Subject Trackage as published in Railway Line Clearances, and no train shall contain locomotives or cars which require speed restrictions or other movement restrictions below the maximum authorized freight speeds as provided by Owner's operating rules and regulations without the prior consent of Owner. Notwithstanding the foregoing, Owner's rules, instructions, bulletins and operating requirements shall be reasonable, necessary for safe and efficient operations, and applied fairly and without discrimination to comparable trains and movements. Owner shall not impose more restrictive requirements on User's trains than on Owner's or another user's trains of comparable size and operating characteristics, except where justified by a material difference in equipment or operating conditions or required by applicable law.

C. User shall make such arrangements with Owner as may be required to have all of its employees who shall operate its trains, locomotives and cars over the Subject Trackage qualified for operation thereover, and User shall pay to Owner, upon receipt of bills therefor, any cost incurred by Owner in connection with the qualification of such employees of User, as well as the cost of pilots furnished by Owner, until such time as such employees are deemed by the appropriate examining officer of Owner to be properly qualified for operation as herein contemplated. At User's request, Owner shall promptly train and qualify a reasonable number of User's supervisory officers to conduct examinations and qualification of User's crews for operations over the Subject Trackage, to the extent permitted by applicable law. Owner shall provide the necessary rules, route information and qualification materials and shall not unreasonably withhold, condition or delay recognition of qualifications completed under the agreed process.

D. Owner may conduct an investigation at its option if a User's employee working on Owner's property is alleged to have violated Owner's safety rules, operating rules, regulations, orders, practices or instructions, or if an incident occurs which requires an investigation under applicable agreement rules. To exercise its option, Owner shall schedule the investigation and notify User's local Transportation Officer in the territory thereof, who shall, in turn, arrange to issue proper notice to the User's employee(s) of the investigation. Owner's scheduling of the investigation must comply with the time limits provided in the applicable agreement on User's railroad. Owner shall provide its regulations, supplements, and safety rules to User at no cost.

E. If Owner requested User to conduct an investigation, Owner shall have the right to suggest appropriate discipline including the right to exclude from the Subject Trackage any employee of User, except officers, determined as the result of User's investigation or hearing described below, to be in violation of Owner's rules, regulations, orders, practices or instructions. User shall release, indemnify, defend, and save harmless Owner and its parent corporation, subsidiaries and affiliates, and all of their respective directors, officers, agents, and employees from and against any and all claims and expenses resulting from such exclusion. If Owner conducts an investigation, Owner shall have the right to exclude from the Subject Trackage any employee of User except officers, determined by Owner, as the result of Owner's investigation or hearing

described below, to be in violation of Owner's rules, regulations, orders, practices or instructions.

F. In a major offense, such as violation of Rule "G", dishonesty, insubordination, or a serious violation of operating rules, wherein Owner desires to bar User's employee from service on Owner's territory pending an investigation by Owner, immediate verbal notification shall be given to the appropriate Transportation Officer of User so that proper written notice can be issued to the employee.

G. If Owner conducts an investigation, its officer shall conduct the investigation, but an officer of User shall be present to assure compliance with User's labor agreement and practices with respect to investigation procedures. After the investigation is concluded, Owner shall promptly furnish User with two copies of the transcript and a recommendation as to the discipline to be assessed. User's Transportation Officer shall arrange to assess discipline, subject to receipt of Owner's recommended discipline, within the applicable time limits. If Owner recommends dismissal, User reserves the right to change the recommendation to the extent of barring the individual from operating over Owner's territory.

H. In the event a claim is progressed to arbitration challenging the discipline assessed, Owner shall be given an opportunity to review User's submission. If the discipline assessed is "overturned" by the arbitration, and the discipline assessed was being banned from Owner's property, Owner shall permit User's employee to return to Owner's property.

I. Owner shall reimburse User for all payments that User might be required to make as a result of a challenge being made by the employee or his representative as to the discipline recommended by Owner and assessed by User. User agrees to notify Owner before committing itself to making payment of any claim. In the event a claim is progressed to an Adjustment Board, Owner shall be given an opportunity to review User's submission. Any payments made to employees, as a result of an investigation being "overturned", shall include not only actual wages, but in addition, shall include expenses which User may be required to pay covering vacation allowances, Railroad Retirement taxes, unemployment insurance taxes and any other payroll tax or fringe benefits.

J. The trains, locomotives, cars and equipment of User, Owner, and any other present or future user of the Subject Trackage or any portion thereof, shall be operated without prejudice or partiality to either Party and in such manner as shall afford the most economical and efficient manner of movement of all traffic.

K. In the event that a train of User shall be forced to stop on Subject Trackage, and such stoppage is due to insufficient hours of service remaining among User's crew, or due to mechanical failure of User 's equipment, or any other cause not resulting from an accident or derailment, and such train is unable to proceed, or if a train of User fails to maintain the speed required by Owner on the Subject Trackage, or if in emergencies, crippled or otherwise defective cars are set out of User's trains on the Subject Trackage, Owner shall have the option to furnish motive power or such other assistance (including but not limited to the right to recrew User's train) as may be necessary to haul, help or push such trains, locomotives or cars, or to properly move the disabled equipment off the Subject Trackage, and User shall reimburse Owner for the cost of rendering any such assistance.

L. If it becomes necessary to make repairs to or adjust or transfer the lading of such crippled or defective cars in order to move them off the Subject Trackage, such work shall be done by Owner, and User shall reimburse Owner for the cost thereof.

M. In the event Owner and User agree that Owner should retain employees or provide additional employees for the sole benefit of User, the Parties hereto shall enter into a separate agreement under which User shall bear all cost and expense for any such retained or additional employees provided, including without limitation all cost and expense associated with labor protective payments which are made by Owner and

which would not have been incurred had the retained or additional employees not been provided.

N. Owner shall not grant or exercise rights in favor of another user, or change its own operations, in a manner that materially diminishes the capacity, access or service committed to User under this Agreement. Changes to the agreed capacity or operating windows shall require User's prior written consent, except for temporary restrictions reasonably necessary to address an emergency or comply with applicable law.

O. Owner shall dispatch User's trains without prejudice or partiality and shall not give preferential treatment to Owner's trains or those of another user solely because of their ownership or identity. Dispatching decisions shall be based on safety, the agreed operating windows and objective operating considerations applied consistently to comparable movements. Owner shall dispatch User's trains between Seaboard Junction and NS Junction and shall coordinate with NS's dispatcher at NS Junction so that User's trains move to and from the connecting NS lines without unnecessary delay.

P. Owner shall comply with the maximum transit times, maximum holding times and other service standards specified in Exhibit B. Owner shall not routinely hold User's trains to accommodate traffic exceeding the capacity available after accounting for User's agreed operating requirements.

Q. If Owner reasonably anticipates that a delay will cause a User crew to exhaust its available hours of service, Owner shall promptly notify User and reasonably cooperate in arranging a safe location and access for a replacement crew.

R. Owner shall inspect, maintain, repair and renew the Subject Trackage and associated facilities in compliance with applicable law and in a condition sufficient to support the train speeds, axle loads, clearances, train lengths and other operating requirements specified in Exhibit B. Owner shall maintain the signals, communications systems and Positive Train Control facilities under its control necessary for the authorized operations.

S. Owner shall promptly notify User of any condition or restriction affecting the operating requirements specified in Exhibit B. Except as reasonably necessary to address an emergency or comply with applicable law, Owner shall not materially reduce the agreed operating capability without User's prior written consent.

T. Owner shall give User at least thirty (30) days' advance written notice of planned work or outages reasonably expected to materially affect User's operations and shall consult with User regarding scheduling, duration and available alternatives. Owner shall use commercially reasonable efforts to schedule such work to minimize interference with User's agreed operating windows.

U. For an emergency interruption, Owner shall notify User as soon as practicable, identify the affected segment and the nature of the interruption, provide its best available estimate of restoration, and furnish material updates until service is restored. Owner shall diligently undertake restoration and use commercially reasonable efforts to minimize the interruption's duration and operational impact.

V. Where reasonably practicable, Owner shall provide an alternative route with substantially equivalent connectivity and operating capability. Responsibility for incremental costs shall be determined under Article 11(Y).

W. Owner shall provide User with a monthly report showing compliance with the service standards in Exhibit B, including material delays, outages, restrictions and their causes. The Parties' designated operating representatives shall promptly address material service failures.

X. If a material service failure remains unresolved for five (5) business days after notice, the matter shall be

escalated to the Parties' designated senior officers. Owner shall provide a written corrective-action plan identifying the measures and timetable for restoring compliance. Neither consultation nor escalation shall prevent User from seeking urgent relief where necessary to protect safety or continuity of operations.

Y. To the extent Owner's breach of this Agreement causes a denial, restriction, interruption or delay of User's operations, Owner shall reimburse User for its reasonable, documented incremental costs directly resulting from that breach, including alternative-routing charges, additional crew and locomotive costs, and additional car-hire charges. These costs shall be recoverable as direct damages and shall not be excluded as consequential damages under Article 22.

Z. If Owner materially fails to meet the agreed service standards on [●] occasions within any rolling [●] ([_])-day period, or materially interrupts User's access for more than [●] ([__]) consecutive days, User may require an expedited corrective-action plan and, if the failure is not cured within [●] ([__]) days after written notice, terminate this Agreement upon written notice, subject to any required regulatory approval or exemption.

AA. These remedies are cumulative and do not limit User's rights under Articles 14 or 17, its right to seek injunctive or other interim relief, or any other available remedy. No failure caused by a qualifying force majeure event shall constitute a breach to the extent performance is excused under Article 21; provided that Owner shall remain obligated to comply with the applicable notice, mitigation and restoration requirements.

ARTICLE 12. MILEAGE AND CAR HIRE

All mileage and car hire charges accruing on cars in User's trains on the Subject Trackage shall be assumed by User and reported and paid by it directly to the owner of such cars.

ARTICLE 13. CLEARING OF WRECKS

Whenever User's use of the Subject Trackage requires rerailing, wrecking service or wrecking train service, Owner shall perform or provide such service, including the repair and restoration of roadbed, track and structures. The cost, liability and expense of the foregoing, including without limitation loss of, damage to, or destruction of any property whatsoever and injury to and death of any person or persons whomsoever or any damage to or destruction of the environment whatsoever, including without limitation land, air, water, wildlife, and vegetation, resulting therefrom, shall be apportioned in accordance with the provisions of Article 14 hereof. All locomotives, cars, and equipment and salvage from the same so picked up and removed which are owned by or under the management and control of or used by User at the time of such wreck, shall be promptly delivered to it.

ARTICLE 14. LIABILITY

The responsibility and liability between the Parties for: (i) any personal injury or death of any person (including employees of the Parties and third persons), (ii) any real or personal property damage of any person (including property of the Parties and third persons), (iii) any damage or destruction to the environment (including land, air, water, wildlife and vegetation), and (iv) all cleanup and remedial expenses, court costs, settlements, claims, judgements, litigation expenses and attorneys' fees resulting from the use of the Subject Trackage by either Party as described herein, all of which are collectively referred to as a "**Loss**", shall be divided as follows:

A. If a Loss occurs involving the trains, locomotives, engines and/or employees of only one of the Parties, then the involved Party shall be solely responsible for the Loss, even if caused partially or completely by the other Party.

B. If a Loss occurs on the Subject Trackage involving the trains and locomotives of both Owner and User, then: (i) each is solely responsible for any Loss to its own employees, locomotives and equipment in its own account including lading and (ii) the Parties are equally responsible for any Loss to the Subject Trackage and Loss sustained by third parties, regardless of the proportionate responsibility between them as to the cause of the Loss, unless the Loss was caused solely by the willful or wanton negligence of one Party. In that event, the Party which was so willfully or wantonly negligent is solely responsible for (i) any Loss of the Parties hereto, (ii) any Loss of any other parties, and (iii) any Loss to the Subject Trackage.

C. For purposes of assigning responsibility of a Loss under this Article as between the Parties hereto, a Loss involving one of the Parties to this Agreement and a third party or parties shall be construed as being the sole responsibility of that one Party to this Agreement.

D. Whenever any liability, cost, or expense is assumed by or apportioned to a Party hereto under the foregoing provisions, that Party shall forever protect, defend, indemnify, and save harmless the other Party to this Agreement and its parent corporation, subsidiaries and affiliates, and all of their respective directors, officers, agents, and employees from and against that liability, cost and expense assumed by that Party or apportioned to it, regardless of whether caused in whole or in part by the fault, failure, negligence, misconduct, nonfeasance, or misfeasance of the indemnitee or its directors, officers agents, or employees.

E. If any suit or action shall be brought against either Party for damages which under the provisions of this Agreement are in whole or in part the responsibility of the other Party, said other Party shall be notified in writing by the Party sued, and the Party so notified shall have the right and be obligated to take part in the defense of such suit and shall pay a proportionate part of the judgment and costs, expense and attorneys' fees incurred in such suit according to its liability assumed hereunder.

F. As between Owner and User, Owner shall be responsible for the acts and omissions of any other railroad or other person to whom Owner grants access to the Subject Trackage as if such acts and omissions were those of Owner. Owner shall defend, indemnify and hold harmless User from and against any Loss to the extent caused by such person's negligence, misconduct, violation of applicable law or breach of the operating requirements applicable to the Subject Trackage. Owner's obligations shall not depend upon User first pursuing or obtaining recovery from such person.

G. In the event of a Loss as set out herein, the Parties shall be bound by the Freight Claim Rules, Principles, and Practices of the AAR as to the handling of any claims for the loss or damage to lading.

H. In every case of death or injury suffered by an employee of either User or Owner, when compensation to such employee or employee's dependents is required to be paid under any workmen's compensation, occupational disease, employers' liability or other law, and either of said Parties, under the provisions of this Agreement, is required to pay said compensation, if such compensation is required to be paid in installments over a period of time, such Party shall not be released from paying any such future installments by reason of the expiration or other termination of this Agreement prior to any of the respective dates upon which any such future installments are to be paid.

I. For purposes of determining liability, pilots furnished by Owner to User pursuant to this Agreement shall be considered as the employees of User while such employees are on duty as pilots.

J. For the purpose of determining liability associated with construction, maintenance, repair and renewal of connections as provided in Article 9(B)(ii), all work performed by Owner shall be deemed performed for the sole benefit of User and, User shall be fully liable for all cost and expense of any and all loss, damage, destruction, injury and death resulting from, arising out of, incidental to or occurring in connection with said construction, maintenance repair and renewal except when such cost and expense of loss, damage,

destruction, injury or death is caused by the sole negligence of Owner. User shall protect, indemnify, and save harmless Owner and its parent corporation, subsidiaries and affiliates, and all of their respective directors, officers, agents and employees from and against any and all expense and liability for which User is responsible.

ARTICLE 15. CLAIMS

A. All claims, injuries, death, property damages and losses arising out of or connected with this Agreement shall be investigated, adjusted and defended by the Party bearing the liability, cost, and expense therefor under the provisions of this Agreement.

B. Each Party will investigate, adjust and defend all cargo related liability claims filed with it in accordance with 49 U.S.C. Section 11706 or 49 C.F.R. Section 1005, or in accordance with any applicable transportation contract filed pursuant to 49 U.S.C. Section 10709.

C. In the event a claim or suit is asserted against one of the Parties hereto which is the other's duty hereunder to investigate, adjust or defend, then, unless otherwise agreed, such other Party shall, upon request, take over the investigation, adjustment and defense of such claim or suit.

D. All costs and expenses in connection with the investigation, adjustment and defense of any claim or suit under this Agreement shall be included as costs and expenses in applying the liability provisions set forth in this Agreement, except that salaries or wages of full-time agents, full-time attorneys and other full-time employees of either Party engaged directly or indirectly in such work shall be borne by such Party.

E. Excluding freight loss and damage claims filed in accordance with 49 U.S.C. Section 11706 or CFR 1005, neither Party shall settle or compromise any claim, demand, suit or cause of action for which the other Party has any liability under this Agreement without the concurrence of such other Party if the consideration for such settlement or compromise exceeds Fifty Thousand Dollars ($50,000).

F. Each Party agrees to indemnify and hold harmless the other Party and its parent corporation, subsidiaries and affiliates, and all their respective directors, officers, agents and employees from and against any and all costs and payments, including benefits, allowances and arbitration, administrative and litigation expenses, arising out of claims or grievances made by or on behalf of its own employees, either pursuant to a collective bargaining agreement or employee protective conditions imposed by a governmental agency upon the agency's approval or exemption of this Agreement. It is the intention of the Parties that each Party shall bear the full costs of protection of its own employees under employee protective conditions which may be imposed, and of grievances filed by its own employee arising under its collective bargaining agreements with its employees. Notwithstanding the foregoing, Owner's reimbursement obligations under Article 11(I) shall remain in full force and effect and shall not be limited, superseded or otherwise affected by this Article 15(F). User shall have no obligation under this Article 15(F) to release, defend, indemnify or hold harmless Owner with respect to any payment, cost or expense for which Owner is responsible under Article 11(I).

G. It is understood that nothing in this Article 15 shall modify or waive the conditions, obligations, assumptions or apportionments provided in Article 14.

ARTICLE 16. INSURANCE

A. During the term of this Agreement, Owner at its sole cost and expense, shall procure and maintain in effect a policy of Comprehensive Railroad liability insurance, with limits of not less than Five Million Dollars ($5,000,000) single limit, bodily injury and/or property damage, for damages arising out of bodily injuries to or death of all persons in any one occurrence and for damage to, or destruction of property, including the

loss of use thereof, in any one occurrence, subject to a self-insured retention limit not to exceed Two Hundred Fifty Thousand Dollars ($250,000), including contractual liability insurance, which names CSXT as an additional insured and provides for a minimum of thirty (30) days' advance written notice to CSXT prior to any changes or cancellation. Failure to procure and maintain such insurance in force shall constitute a breach of contract hereunder.

B. This insurance coverage shall be effected under standard form policies issued by insurers of financial responsibility, which are rated "A" or better by either Best's Insurance Reports, Standard & Poor's Insurance Rating Service or Moody's Investors Service. CSXT reserves the right to reject as inadequate coverage by an insurance company rated less than "A" by the aforementioned rating services.

C. The insurance shall be evidenced by a current certificate furnished by Owner to CSXT as an additional insured with its return of executed Agreement. Subsequently, annual renewal certificates of insurance shall be furnished to:

Insurance Department
CSX Transportation, Inc.
500 Water Street, C907
Jacksonville, FL 32202
csx@ebix.com

D. Such certificate shall be subject to the prior reasonable approval of CSXT's Insurance Department. All of the required endorsements and notice provisions shall be stated on the certificate of insurance that is provided to CSXT. In addition, Owner shall provide CSXT's Insurance Department notice of any claim in excess of Owner's deductible, and any other correspondence dealing with insurance and insurance matters.

E. During the term of this Agreement, it is understood that CSXT will be self-insured. If, however, that changes, CSXT will provide Owner with evidence of insurance naming Owner as an additional insured with insurance to be agreed upon at that time consistent with the Owner insurance requirements set out above.

ARTICLE 17. DEFAULT AND TERMINATION

In the event of any substantial failure on the part of Owner to perform its obligations under this Agreement and its continuance in such default for a period of sixty (60) days after written notice thereof by certified mail from User, User shall have the right at its option, after first giving thirty (30) days written notice thereof by certified mail, and notwithstanding any waiver by User of any prior breach thereof, to terminate this Agreement, subject to any regulatory approval or exemption that may be required under governing law. The exercise of such right by User shall not impair its rights under this Agreement or any cause or causes of action it may have against Owner for the recovery of damages.

ARTICLE 18. REGULATORY APPROVAL

A. Should this Agreement require the prior approval of the Surface Transportation Board ("**STB**"), User at its own cost and expense shall initiate and thereafter diligently pursue an appropriate application or petition to secure such approval. Owner shall assist and support efforts of User to secure any necessary STB approval of this Agreement.

B. Should the STB at any time during the term of this Agreement impose any labor protective conditions upon the exemption of this Agreement each Party shall be solely responsible for all payments, benefits, allowances, costs and expenses arising under such conditions with respect to its own employees. This

allocation shall apply as between the Parties notwithstanding any different allocation imposed by the applicable order or decision. Neither Party shall be required to reimburse the other Party for such amounts relating to the other Party's employees.

ARTICLE 19. ABANDONMENT OF SUBJECT TRACKAGE

A. Owner shall have the right, subject to securing any necessary regulatory approval, to abandon the Subject Trackage or any portion thereof. Before filing an application for regulatory approval of such abandonment, Owner shall give User ninety (90) days' advance notice in writing of its intention to do so in order that User may determine whether it desires to purchase the Subject Trackage (or portion thereof) or to discontinue its use thereof.

B. If User desires to purchase the Subject Trackage (or such portion thereof as Owner has notified User will be abandoned), it shall submit an offer of financial assistance under 49 U.S.C. Section 10904. In the event the offer meets the requirements of the aforesaid section and Owner receives more than one such offer, Owner shall exercise its statutory right to negotiate with User rather than with the other offeror(s). Thereafter, the rights and obligations of the Parties in respect to User's acquisition of the Subject Trackage or portion thereof shall be governed by applicable provisions of the law.

C. In any one of the circumstances listed below User shall be deemed to have determined that it does not desire to purchase the Subject Trackage or portion thereof and that it desires to discontinue its use thereof:

(i). User fails to submit an offer of financial assistance to purchase the Subject Trackage or portion thereof within the time prescribed by statute and applicable regulations, or

(ii). User, having made an offer of financial assistance to purchase the Subject Trackage or portion thereof, but being unable to reach agreement with Owner as to the sale price, fails within the statutory period to request the proper regulatory authority to establish the terms and conditions of the sale, or

(iii). User, having requested the proper regulatory authority to establish the terms and conditions of sale, withdraws its offer of financial assistance, or

(iv). User, having requested the proper regulatory authority to establish the terms of the sale, rejects the authority's order establishing said terms or fails to accept said terms within the time prescribed by said order.

In such event User shall promptly file an application with the proper regulatory authority seeking approval of the discontinuance of its operations over the Subject Trackage or portion thereof. If User does not promptly file an application seeking approval of the discontinuance of User's operations over the Subject Trackage or portion thereof, Owner shall be deemed to have been given User's power of attorney to take such action on User's behalf.

D. In the event any application filed by Owner is granted but an application filed by User under Subsection (C) above is denied by the proper regulatory authority, the Parties shall cooperate in taking such action as is reasonably necessary to effect a sale of the Subject Trackage or portion thereof to User (including securing any necessary regulatory authority) for a price consistent with the principles of 49 U.S.C. Section 10904.

E. In the event Owner abandons any portion (or all) of the Subject Trackage or portion thereof under circumstances which (because of changes in the law or otherwise) are not subject to handling under the procedures outlined above, the Parties shall cooperate and take such action as is necessary to assure that

User either promptly terminates its operations over the segment to be abandoned or purchases said segment at a price consistent with the principles of 49 U.S.C. Section 10904 as interpreted on the date of this Agreement.

F. In the event Owner's application for authority to abandon is denied, User shall withdraw any application it has filed under Subsection (C) above.

G. Except as otherwise expressly agreed in writing, in the event any actions taken by the Parties under this Article result in an obligation imposed by any competent authority on either or both Parties hereto to protect the interests of affected employees, the responsibility for bearing the cost thereof shall be borne by the Party which is the employer of the affected employee or employees, notwithstanding the manner in which said cost may be apportioned in any order or decision imposing the protection. Nothing in this Article 19(G) shall limit or otherwise affect Owner's reimbursement obligations under Article 11(I)

ARTICLE 20. TERM

A. This Agreement shall be effective the day and year first above written or, in the event STB approval is required, on the effective date such approval is secured, (the "**Effective Date**") and shall remain in full force and effect until terminated by mutual written agreement of the Parties or as otherwise permitted under this Agreement.

B. Termination of this Agreement shall not relieve or release either Party hereto from any obligation assumed or from any liability which may have arisen or been incurred by either Party under the terms of this Agreement prior to the termination hereof.

ARTICLE 21. FORCE MAJEURE

A. Neither Party shall be liable for a delay in or failure of performance under this Agreement, but only to the extent and for the period that performance is actually prevented by an event beyond that Party's reasonable control that could not reasonably have been avoided or overcome through reasonable precautions and commercially reasonable mitigation measures (a "**Force Majeure Event**"). Qualifying events may include natural disasters, acts of terrorism, war, and binding governmental orders, in each case subject to the foregoing requirements.

B. A Force Majeure Event shall not include, to the extent attributable to the affected Party or its employees, agents or contractors: negligence or willful misconduct; breach of this Agreement; failure to perform required inspection, maintenance, repair or renewal; deferred maintenance; or failure to comply with applicable law. Lack of funds, changes in economic conditions, ordinary congestion, and allocation of available capacity to other traffic shall not constitute Force Majeure Events. A derailment, equipment failure or labor disruption shall qualify only if it independently satisfies Article 21(A) and is not attributable to any exclusion in this Article 21(B).

C. The affected Party shall notify the other Party as soon as practicable after becoming aware of a Force Majeure Event. The notice shall identify the event, the obligations actually prevented, its anticipated duration and the measures being taken to mitigate its effects. The affected Party shall provide material updates and use commercially reasonable efforts to overcome the event, minimize disruption and resume performance promptly. Relief under this Article shall not extend to any delay or loss that could reasonably have been avoided through compliance with these obligations.

D. A Force Majeure Event shall excuse only those obligations actually prevented by the event. All other obligations shall remain in effect, including payment obligations accrued before the event. If the event

affects User's access to the Subject Trackage, Owner shall reasonably cooperate with User to identify and implement available alternative routing or operating arrangements. Obligations concerning alternative routing and related costs expressly assumed under Article 11 shall remain enforceable notwithstanding this Article 21.

E. If a Force Majeure Event materially prevents User from exercising the Trackage Rights over all or a material portion of the Subject Trackage for more than sixty (60) consecutive days, or ninety (90) days in any rolling twelve (12)-month period, User may terminate this Agreement, in whole or with respect to the affected portion, upon written notice to Owner, subject to any required regulatory approval or exemption. User shall have no liability for early termination fees or connection-removal costs solely by reason of exercising this right. Termination shall not affect accrued rights or liabilities, or obligations expressly stated to survive termination.

F. Nothing in this Article shall constitute a general release of liability for delays, excuse a failure occurring before the Force Majeure Event, or alter the allocation of responsibility under Article 14.

ARTICLE 22. ARBITRATION

A. Other than a claim for injunctive relief, any dispute arising between the Parties with respect to this Agreement that is not resolved within thirty (30) days of the date of the written notice of the dispute shall be determined exclusively by binding arbitration under the Commercial Arbitration Rules of the American Arbitration Association. The Parties shall request that the arbitrator selected be knowledgeable in railroad commercial transactions. The decision of the arbitrator shall be final and conclusive upon the Parties hereto. Each Party to the arbitration shall pay the compensation, costs, fees and expenses of its own witnesses, experts and counsel. The compensation, costs and expense of the arbitrator, if any, shall be borne equally by the Parties hereto. The arbitrator shall not have the power to award consequential or punitive damages or to determine violations of criminal or antitrust laws.

B. Pending resolution of a dispute, the Parties shall continue performing their undisputed obligations, and Owner shall not suspend, restrict or diminish User's access solely because of the dispute. The operating arrangements in effect before the dispute shall continue unless otherwise agreed or directed by the arbitrator or a court of competent jurisdiction, except to the extent a change is necessary for safety or compliance with applicable law. Nothing in this paragraph shall limit an express termination right under this Agreement.

ARTICLE 23. SUCCESSORS AND ASSIGNS

This Agreement shall inure to the benefit of and be binding upon the successors and assigns of the Parties hereto; provided, however, neither Party shall transfer or assign this Agreement, or any of its rights, interests or obligations hereunder, by merger or otherwise, to any person, firm or corporation without obtaining the prior written consent of the other Party. Notwithstanding the foregoing, the exercise of the Trackage Rights by a rail-carrier affiliate as expressly permitted under Article 1 shall not require Owner's consent under this Article 23.

ARTICLE 24. NOTICE

All notices to be given by one Party to the other and attachments entered into by the Parties pursuant to this Agreement shall be in writing, signed by the authorized representatives of the Parties, and addressed as follows:

To CSXT: Director Joint Facilities
CSX Transportation, Inc.
500 Water Street, J801

Jacksonville, FL 32202

To NPBL: [____]
[____]
[____]

ARTICLE 25. CONFIDENTIALITY

The provisions of this Agreement are confidential and may not be disclosed by either Party to a third party during the term of this Agreement, except (a) as required by statute, regulation or court order, (b) to a parent, affiliate, subsidiary company or attorney and/or advisers of either Party or (c) to an auditing firm retained by either Party that has provided written assurance to abide by these confidentiality provisions.

ARTICLE 26. GENERAL PROVISIONS

A. This Agreement and each and every provision hereof is for the exclusive benefit of the Parties hereto and not for the benefit of any third party. Nothing herein contained shall be taken as creating or increasing any right of any third party to recover by way of damages or otherwise against either of the Parties hereto.

B. This Agreement contains the entire understanding of the Parties hereto and supersedes any and all oral understandings between the Parties.

C. No term or provision of this Agreement may be changed, waived, discharged or terminated except by an instrument in writing and signed by both Parties to this Agreement, except as expressly permitted elsewhere in this Agreement.

D. Unless otherwise defined herein, all words, terms and phrases used in this Agreement shall be construed in accordance with the generally applicable definition or meaning of such words, terms and phrases in the railroad industry.

E. All Article headings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

F. This Agreement is the result of mutual negotiations of the Parties hereto, neither of whom shall be considered the drafter for purposes of contract construction.

G. This Agreement is executed by all Parties under current interpretation of any and all applicable federal, state, county, municipal, or other local statutes, ordinances or laws.

H. Each and every separate division (paragraph, clause, item, term, condition, covenant or agreement) herein contained shall have independent and severable status from each other separate division, or combination thereof, for the determination of legality, so that if any separate division is determined to be unconstitutional, illegal, violative of trade or commerce, in contravention of public policy, void, voidable, invalid or unenforceable for any reason, that separate division shall be treated as a nullity, but such holding or determination shall have no effect upon the validity or enforceability of each and every other separate division, or any combination thereof. If any provision material to User's access, operating rights or remedies is held invalid or unenforceable, the Parties shall promptly negotiate a valid replacement that preserves, as closely as practicable, the intended protection and commercial purpose. No such determination shall expand Owner's rights to restrict User's operations. If no satisfactory replacement is agreed within sixty (60) days and User's rights are materially impaired, User may terminate this Agreement, subject to required regulatory authority.

I. Except as may be expressly provided by this Agreement, nothing in this Agreement shall modify or amend any other agreement between CSXT and Owner, or to which CSXT and Owner are parties.

J. This Agreement may be executed in any number of counterparts, each of which when so executed shall be deemed to be an original and all of which taken together shall constitute but one and the same instrument.

K. The recitals to this Agreement are hereby expressly incorporated into this Agreement as if restated in their entirety herein.

L. All matters related to the interpretation, construction, validity and enforcement of this Agreement shall be governed by and construed in accordance with the domestic laws of the State of Virginia, without giving effect to any choice or conflict of laws, provision or rule that would cause the application of laws of any jurisdiction other than the State of Virginia.

M. As used in this Agreement, whenever reference is made to the trains, locomotives, cars or equipment of, or in the account of, one of the Parties hereto, such expression means the trains, locomotives, cars and equipment in the possession of or operated by one of the Parties and includes such trains, locomotives, cars and equipment which are owned by, leased to, or in the account of such Party. Whenever such locomotives, cars or equipment are owned or leased by one Party to this Agreement and are in the possession or account of the other Party to this Agreement, such locomotives, cars and equipment shall be considered those of the other Party under this Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be duly executed as of the date first above written.

CSX TRANSPORTATION, INC.

By: _____

Name: _____

Title: _____

NORFOLK AND PORTSMOUTH BELT LINE RAILROAD COMPANY

By: _____

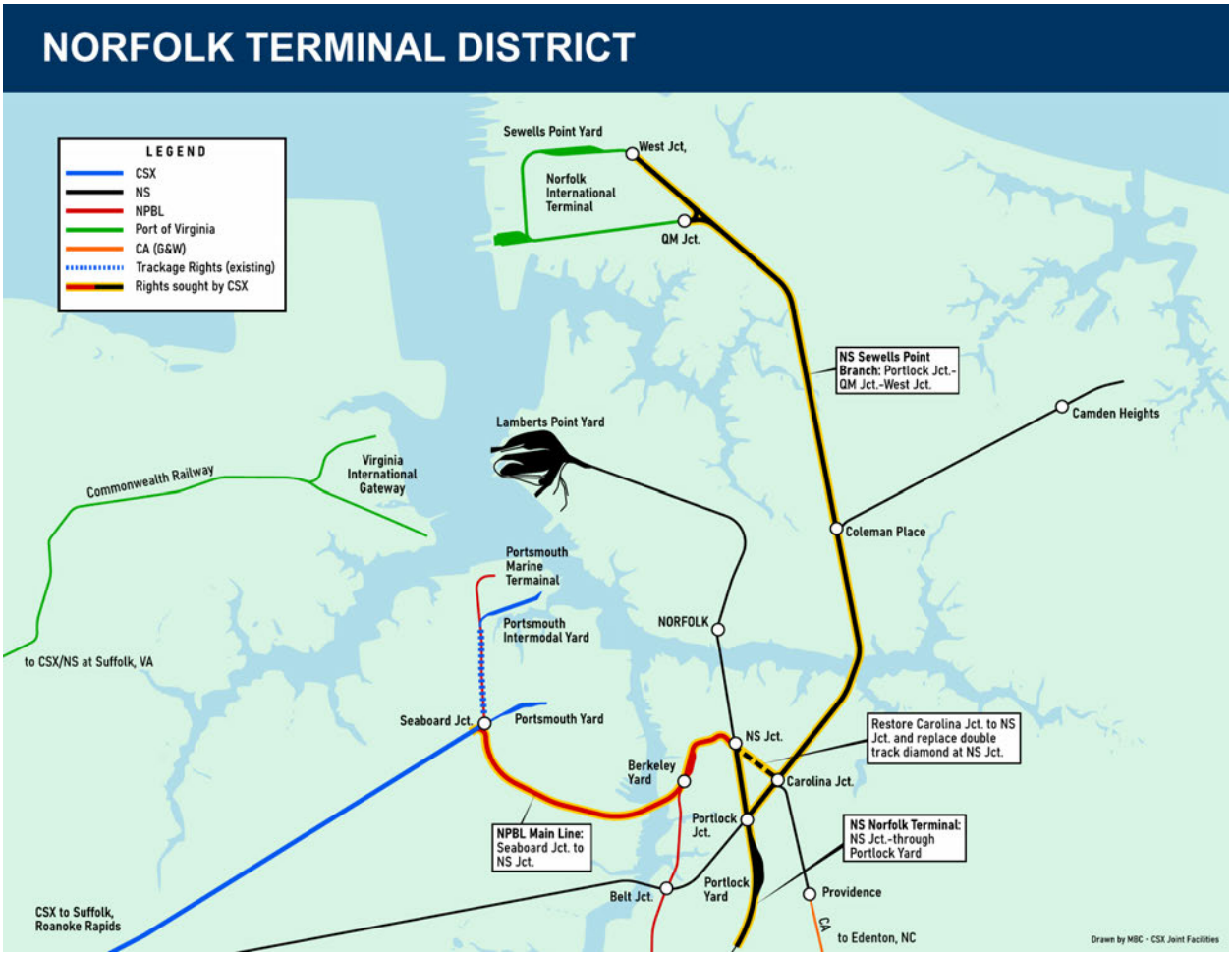
Name: _____

Title: _____

EXHIBIT A

Subject Trackage

Owner's line between Seaboard Junction, at approximately MP SA2, and NS Junction, at approximately MP NS 1.40, in Norfolk and Chesapeake, Virginia, including the connection with NS's lines at NS Junction and, upon its restoration, the double diamond at NS Junction, as shown on the map attached to this Exhibit A. User shall have the right to get on and off the Subject Trackage at Seaboard Junction (at the connection with User's line) and at NS Junction (at the connection with NS's lines).



Norfolk Terminal District map (Exhibit 1 to the NIT Operating Plan); to be updated as needed.

EXHIBIT B

Operating Requirements and Service Standards

1. Operating Requirements

a. Trains: One (1) train per day in each direction initially, operating up to seven (7) days per week, and such additional trains as User's traffic reasonably requires.
b. Train length and consist: Up to [10,000] feet. User initially anticipates an import train of approximately 5,074 feet ([redacted]) and an export train of approximately 5,573 feet ([redacted]), consisting of double-stack intermodal well or spine cars with two (2) locomotives per train, interoperable with Positive Train Control.
c. Operating windows: To be established on a fair and impartial basis, taking into account User's need to meet availability and cutoff requirements at NIT and the operating windows for User's trains on the connecting NS lines.
d. Locomotive servicing: User's locomotives will be fueled, inspected and maintained at User's Carolina Connector facility in Rocky Mount, North Carolina, and will not be serviced on the Subject Trackage.

2. Service Standards

a. Transit time: Approximately [thirty (30)] minutes between Seaboard Junction and NS Junction, excluding delays caused by User.
b. Holding time: User's trains shall not be held at Seaboard Junction or NS Junction for more than [•] minutes awaiting entry to or departure from the Subject Trackage, except as required by an emergency or applicable law.

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. 53)

CSX TRANSPORTATION, INC.
—TRACKAGE RIGHTS—
NORFOLK SOUTHERN RAILWAY COMPANY AND NORFOLK & PORTSMOUTH BELT LINE RAILROAD BETWEEN SEABOARD JUNCTION, VA AND NORFOLK INTERNATIONAL TERMINALS

EXHIBIT 12A

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 NIT and with CSXT's efforts to obtain competitive on-dock rail access through the Norfolk & Portsmouth Belt Line Railroad Company ("NPBL"). I am familiar with the Surface

Transportation Board's ("Board") April 6, 2026 decision in the separate proceeding, Finance Docket No. 36836, approving NS acquisition of control of NPBL. I am familiar with this proceeding, as well as the four other proceedings related to NPBL: NOR 42183, FD 36859, AB 290 (Sub-No. 299X) and AB 1024X.

I submit this Verified Statement in support of the NIT condition requested in CSXT's Responsive Application. I explain NIT's commercial importance, the limitations of CSXT's existing access, and the operational and structural barriers that prevent CSXT from offering commercially viable on-dock rail service at the scale customers require. I also explain why the proposed combination of Union Pacific ("UP") and Norfolk Southern ("NS") would increase the incentive to exploit those barriers, how the requested trackage rights over NS and NPBL would preserve and enhance competition, and the commercial basis for CSXT's traffic forecast.

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 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, but their practical effectiveness would depend on implementation and on whether CSXT can provide commercially viable service under the resulting arrangements. The grant of rights alone would not assure that result. Even if effective in addressing the specific harms at which they are directed, the

conditions 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. NIT's Commercial Importance and the Need for Effective On-Dock Rail Access

NIT is one of the most strategically significant deepwater intermodal gateways on the East Coast and a key gateway to the Midwest and other inland markets. In fact, NIT is one of the top five individual marine terminals in the country in rail-container throughput and the largest of the four marine terminals that make up the ports operated by the Virginia Port Authority ("VPA"). It is a critical entry point for international intermodal traffic. The VPA investments in NIT underscore its growing importance as a national gateway and increase the commercial significance of ensuring that customers have competitive rail options for traffic moving through the terminal.

Effective access to NIT matters not only for individual container movements but also for CSXT's ability to compete for ocean carriers' broader transportation business. Ocean carriers generally seek rail service across a portfolio of ports and inland destinations. To compete for these customers, CSXT must be able to offer effective service at the major ports and terminals the carriers require. CSXT does not control where a vessel calls, and service at another port or another VPA port terminal is not a substitute for the ability to handle containers discharged at NIT.

NS is the only railroad with direct on-dock rail access to NIT. Moreover, CSXT's rail access depends on NPBL, which NS controls. Although CSXT can use drayage to reach rail service through another terminal, that additional truck movement is not an effective competitive substitute for on-dock rail access. Drayage adds handling, cost, and time and is subject to street congestion, gate constraints, and the availability of trucks and chassis. Those limitations affect

the capacity and reliability CSXT can offer customers and become more consequential as NIT's traffic grows. Thus, {{

}}.

III. CSXT's Limited Access to NIT and the Barriers to Commercially Viable Service

Since the Board's April 6, 2026 decision approving NS's control, CSXT has worked in good faith with NPBL and NS to restore on-dock rail access. Under the Board's supervision, CSXT has increased its on-dock rail volume from {{ }} to {{ }} containers per week. That progress has not eliminated the commercial limitations of our access. CSXT still relies on VPA-subsidized drayage for much of its NIT traffic. The subsidy offsets part of the cost of drayage but does not eliminate the additional handling or operating limitations associated with that truck movement.

Even during this period of Board supervision, NS has used its operational control over NPBL to impose barriers to CSXT's service. NPBL has imposed a 5,800-foot limit on CSXT's inbound trains, including locomotives, at NPBL's Berkley Yard. That limit has required CSXT to leave intermodal traffic behind rather than deliver it to NIT. I understand that NPBL attributes the restriction to the need for "headroom" to complete train movements. The need for a separate NPBL crew to make the headroom move arises because CSXT crews lack authority to operate over the relevant NS trackage. Moreover, CSXT has previously sought limited operating rights over a defined segment of NS's Lambert Point Line to address this problem, but NS has yet to respond.

NS has also prioritized its own NIT operations over NPBL's switching service provided to CSXT. For example, NS has, at least twice since on-dock rail service was restored at NIT, blocked NPBL movements for five or six hours, delaying CSXT's traffic and undermining the reliability of the service we can offer NIT customers. From a commercial perspective, access is

not effective merely because a movement is possible. Customers need sufficient capacity and dependable service to plan the movement of their containers.

Structural limitations on NS and NPBL lines compound these operational barriers. NS and NPBL previously discontinued service and trackage rights, respectively, over the segment between NS Junction and Carolina Junction known as the "Connecting Line." That line allowed efficient movements between NPBL's Berkley Yard and the tracks leading to NIT without routing through NS's Portlock Yard. Its unavailability prevents efficient movement to and from NIT. In addition, NPBL lacks trackage rights over all of the segments needed for efficient movements at QM Junction.

Together, these structural and operational constraints prevent CSXT from expanding its current—limited—on-dock rail access into a commercially viable service at the scale customers require.

IV. The Requested Condition Would Enhance Competition at NIT and Help Mitigate Merger-Related Competitive Harms

In my commercial judgment, the proposed UP/NS combination would increase the financial incentive to exploit NS's control over NPBL and its superior access to NIT. A combined UP/NS would have an interest in directing traffic to its own service rather than facilitating competing interline options. In addition, a combined UP/NS could use its on-dock rail access on NIT as leverage to encourage ocean carriers to use UP/NS for a broader portion of their business. Because ocean carriers typically seek rail service across a portfolio of ports and inland destinations, the merger and the greater portfolio of ports offered by UP/NS would exacerbate the challenges CSXT faces to offer ocean carriers a comprehensive service offering and impair our ability to negotiate for and win those carriers' broader transportation business, including traffic that does not move through NIT.

The existing barriers to CSXT's access would leave NIT customers vulnerable to those efforts by limiting the practical alternatives available for their traffic.

The requested condition granting CSXT trackage rights over NS and NPBL for on-dock rail access to NIT would address these competitive concerns. Effective access would provide an independent rail option for customers moving traffic through NIT, including customers using competing interline services. These limited rights would have substantial competitive significance at one of the East Coast's most important intermodal gateways.

Effective on-dock rail access would also allow CSXT to compete more effectively for ocean carriers' transportation contracts and give NS an incentive to respond to that competition. Customers would benefit from an additional carrier competing for their business at NIT, rather than having CSXT's offering constrained by its dependence on drayage and NS-controlled switching arrangements.

Under my direction, CSXT's commercial team developed a traffic forecast based on its existing service to the Port of Virginia, including Norfolk International Terminals ("NIT"), and its knowledge of the commercial opportunities at the port. Through that service and its ongoing commercial activities, CSXT is familiar with the ocean carriers serving the port and tracks both when those carriers are likely to issue requests for proposals ("RFPs") for rail service and the potential volume associated with each opportunity. The commercial team used that information to identify the total addressable volume available through those RFPs.

For purposes of the forecast, CSXT assumed {{

}}. Subject to finalization, and assuming the limited rights requested in this condition enable commercially viable on-dock rail service at the capacity and reliability

customers require, CSXT estimates that it could move {{ }} intermodal containers annually at NIT by year three. That forecast consists of {{ }} containers associated with volume already under contract to CSXT and {{ }} containers associated with new volume that CSXT projects it would win through RFPs.[1]

The requested NIT condition would allow CSXT to compete for traffic that its existing access arrangements do not permit it to serve effectively. By making commercially viable on-dock rail service available through CSXT, the condition would help prevent foreclosure of competing interline options and strengthen competition for NIT customers as the terminal grows.

* * *

CSXT continues to oppose the transaction. In my judgment, the conditions identified by CSXT in this proceeding would not recreate the competition that would be lost or restore the competitive balance that the merger would undermine. If the Board nevertheless were to approve the transaction, it should require trackage rights over NS and NPBL sufficient to enable CSXT to provide commercially viable on-dock rail service at NIT. That would benefit shippers and improve the competition that the transaction would otherwise threaten.

[1] *See* Appendix 1 (HC_NIT Volume Analysis.xslx).

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. 53)

CSX TRANSPORTATION, INC.
—TRACKAGE RIGHTS—
NORFOLK SOUTHERN RAILWAY COMPANY AND NORFOLK AND PORTSMOUTH BELT LINE RAILROAD BETWEEN SEABOARD JCT., VA AND NORFOLK INTERNATIONAL TERMINALS

EXHIBIT 12B

VERIFIED STATEMENT OF JULIE M. CAREY

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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.

I have been asked by CSX Transportation, Inc. ("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 at the Norfolk International Terminal ("NIT") and to assess the likely competitive effects of CSXT's proposed responsive condition for that terminal. My CV accompanies my Verified Statement in support of *CSX Transportation, Inc.'s* ("CSXT") *Comments to the Revised Merger Application*.[1]

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 to access NIT would serve to restore an independent rail option and constrain potential traffic foreclosure by a combined UP/NS, enhance competition, and would not have adverse competitive effects.

[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").

II. NIT is a Critical Terminal.

NIT is located in Norfolk, Virginia. The Norfolk & Portsmouth Belt Line Railroad Company ("NPBL") provides switching service that CSXT uses to access NIT via connections with NS's lines. Following the Surface Transportation Board's decision in FD 36836, the Board has authorized NS's control of NPBL.[2] NS, by contrast, can reach NIT directly over its own lines without using NPBL's switching services. Figure 1 below depicts the Norfolk, Virginia area, including the NPBL line and its connection to the NS lines providing access to NIT.

NIT is one of the most important intermodal port terminals on the Eastern Seaboard and a critical facility for the movement of international intermodal containers between ocean carriers and inland rail markets.

NIT is the largest terminal operated by the Virginia Port Authority ("VPA"), handling a substantially greater share of containers than the other terminal operated by VPA, the Virginia International Gateway ("VIG"). VPA operates one of the largest and most sophisticated ports on the Eastern Seaboard, and it is often used by large ocean carriers as one of the primary port calls for Midwestern corridor traffic.[3]

NIT currently has an annual throughput capacity of approximately {{ }}, and a $650 million expansion program is underway that will increase NIT's total capacity to {{ }}.[4] NIT will have more than {{ }} greater capacity than VIG upon completion

[2] *See Norfolk S. Corp. et al.—Acquisition of Control— Norfolk & Portsmouth Belt Line Railroad Co.*, Decision No. 14, FD 36836 (S.T.B. served Apr. 6, 2026).

[3] As discussed below VPA and New York/New Jersey (NY/NJ) are the predominant ports used for Midwestern corridor traffic.

[4] Currently, NIT reports an annual throughput capacity of 2.2 million TEUs. *See Norfolk International Terminals (NIT) Factsheet*, Port of Virginia (Mar. 2024), https://www.portofvirginia.com/wp-content/uploads/2024/03/2024-NIT-1-Pager.pdf ("*NIT Factsheet*").

of the ongoing expansion.[5] NIT will also have many more Panamax ship-to-shore cranes and semi-automatic cranes and about 76% more footage of berth space (6,630 feet)[6] than VIG, enabling NIT to dock more large vessels and load/unload many more containers.[7] In fiscal year 2025, approximately {{ }} moved through NIT.[8]

Rail accounts for 38.5% of all container traffic moving through the VPA ports in FY25.[9] As such, rail volumes at NIT total approximately 377,300 containers for FY25.[10] As previously stated, these containers mainly travel along Midwestern corridors, including Chicago, Detroit, Cleveland, Columbus, and others.

[5] 64% = ((3.6 / 2.2)-1). *See Capabilities: Norfolk International Terminals (NIT)*, Port of Virginia, https://www.portofvirginia.com/gateway/capabilities/ ("*NIT Capabilities*") (last visited Nov. 6, 2026).

[6] 1.768 = 6,630 (NIT) / 3,750 (VIG). VIG has 14 super Post Panamax ship-to-shore cranes and more than 50 modern stacking cranes.

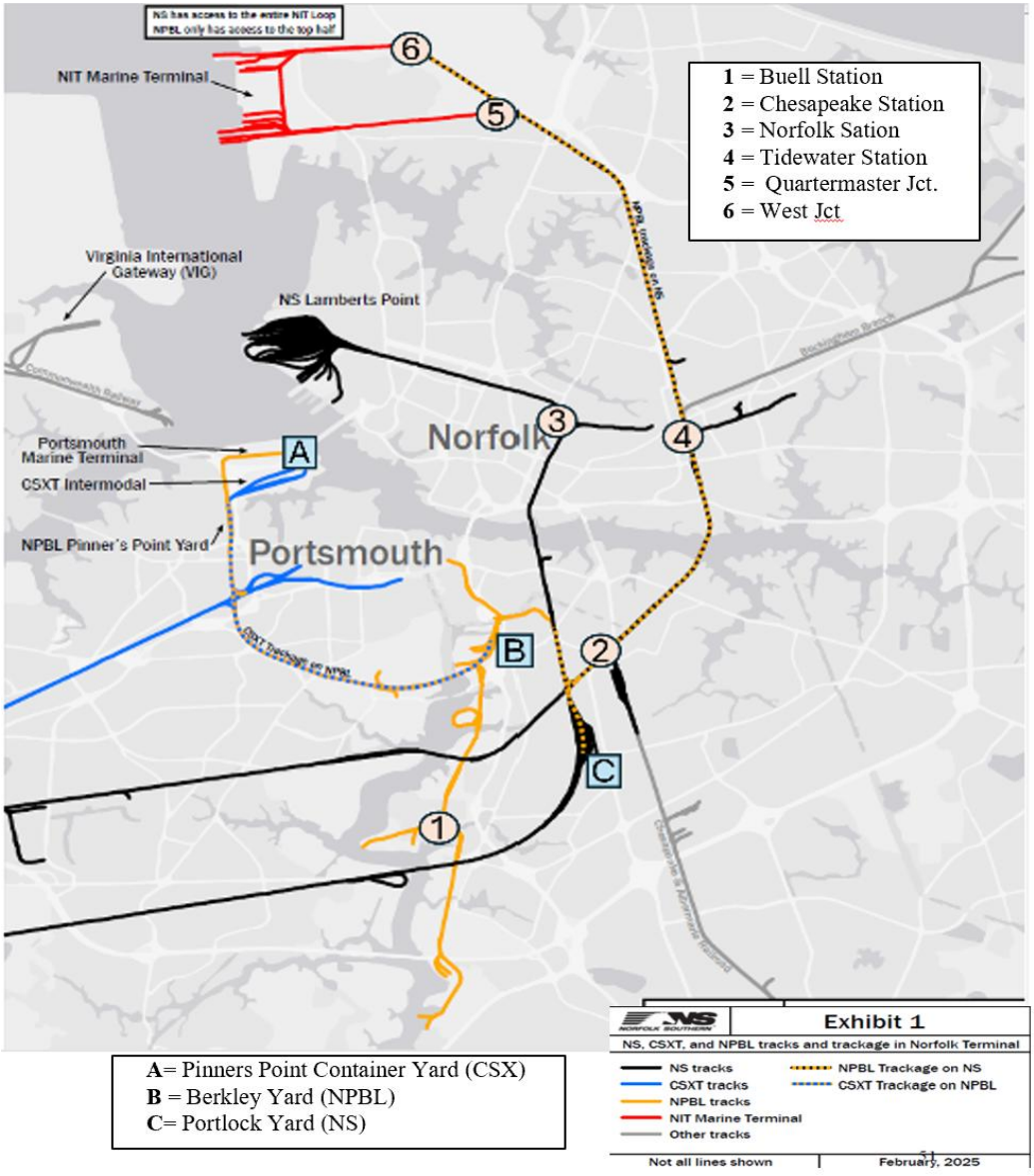
[7] *See NIT Capabilities*, *supra* note 5; *see also Virginia International Gateway (VIG)*, Port of Virginia (Aug. 2026), https://www.portofvirginia.com/wp-content/uploads/2026/08/POV_2026-VIG.pdf; *NIT Factsheet*, *supra* note 4.

[8] *See MINUTES: Virginia Port Authority Board of Commissioners Budget Meeting*, Port of Virginia (June 5, 2025), at 26, https://www.portofvirginia.com/wp-content/uploads/2025/08/06.05.2025-VPA-Board-Budget-Public-Meeting-Materials.pdf (showing a FY25 forecast of 979,523 containers through NIT).

[9] Carey HC-WP-POV FY25 Volume.xlsx.

[10] I apply the VPA rail % to get an estimated NIT rail volume: 980,000 x 38.5% = 377,300 rail containers.

Figure 1: Map of Norfolk Area Including NS, NPBL and CSXT[11]



[11] *See Norfolk S. Corp.'s Minor Application* (NS-1), *Norfolk S. Corp. et al.—Acquisition of Control— Norfolk & Portsmouth Belt Line Railroad Co.*, FD 36836 (Feb. 14, 2025), Ex. 1, at 51 (source of map); *see also Norfolk S. Corp.'s Suppl. & Perfection of Application* (NS-13), *Norfolk S. Corp. et al.—Acquisition of Control— Norfolk & Portsmouth Belt Line Railroad Co.*, FD 36836 (June 13, 2025), Ex. B (V.S. Fapp Ex. DLF-6) (Locations 1-6 and A-C were added to the map based on the rail stations and yards shown in Mr. Fapp's V.S.). In my Verified Statement, I refer to documents filed in the *NPBL Control* proceeding; to the extent those documents have been produced in this proceeding, I refer to them by bates number.

III. NS Controls Access to NIT.

As depicted in Figure 1 above, NS can reach NIT directly via its own lines, without using NPBL's switching services, and also uses VIG. VIG, the other port operated by VPA, is served by the Commonwealth Railway ("CWRY") which interchanges traffic to both NS and CSXT. Only CSXT uses NPBL tracks to access NIT. NPBL also holds trackage rights over NS's Norfolk lines from NS Junction to West Junction.

Before the Board's decision in the NPBL control proceeding in April 2026, NS was the sole provider of on-dock rail service at NIT, holding approximately {{ }} of on-dock rail intermodal traffic at the terminal. CSXT moved {{ }} on-dock rail intermodal containers at NIT between 2015 and July 2026. [12]

On-dock rail is important to ocean carriers because it provides a more efficient connection between the marine terminal and inland rail service, reducing reliance on cross-town drayage and its associated costs. This reduces terminal dwell times and supports faster service to inland destinations. CSXT has had customers express a strong preference for on-dock rail service as well as the view that drayage to rail is an inferior alternative.[13] Ocean carriers have communicated that on-dock rail instead of drayage to rail can improve routing,[14] and expressed that NIT rail access is an important factor to winning their business.[15] Even NS has stated that the ideal "[p]ort characteristic" is {{ }}.[16]

[12] Ex. 90, NS_00954288 at -295 (V.S. *NPBL Control* Carey, at 6 and Appendix A); Ex. 89, NS_00954122 at -127 (V.S. *NPBL Control* Kenney, at 5); NIT Weekly Volume-2026-10-29-07-28-03.

[13] Ex. 89, NS_00954122 at -129 (V.S. *NPBL Control* Kenney, at 7).

[14] Ex. 90, NS_00954288 at -305-06 (V.S. *NPBL Control* Carey, at 16-17).

[15] Ex. 90, NS_00954288 at -305 (V.S. *NPBL Control* Carey, at 16).

[16] Ex. 90, NS_00954288 at -305 (V.S. *NPBL Control* Carey, at 16).

The Virginia Port Authority ("VPA") has subsidized the cross-town drayage of CSXT containers to and from NIT as a workaround for the lack of commercially viable on-dock rail access. That subsidy does not eliminate the operational inefficiencies or underlying costs of drayage; it simply shifts part of the financial burden to VPA and, ultimately, taxpayers. Drayage is also constrained by restrictions on truck operating hours on Hampton Boulevard and by NIT gates being open to drayage only Monday through Friday. These limited operating windows, compounded by road congestion and gate delays, constrain the capacity and reliability of the drayage workaround.[17] Competitive on-dock rail access could avoid these costs and limitations. With CSXT relegated to a process that is complicated, inefficient, and disfavored by international intermodal shippers, NS maintained a {{ }} share of NIT rail/drayage intermodal traffic.[18]

Since the Board's April 2026 control decision, CSXT has actively pursued commercially viable on-dock rail service to NIT via NPBL switching, commencing service on July 21, 2026, and moving an average of approximately {{ }} containers to or from NIT via NPBL each week over the 14-week period of operations.[19]

I previously analyzed the share of NIT's rail intermodal traffic that CSXT would be expected to serve in a but-for world absent NS's control of NPBL and the resulting barriers to competitive access. That economic analysis shows that, absent NS control of NPBL, there would be no large NS advantages in terms of cost, route distance, or service reasonably expected on NIT/VPA corridors.[20] I also identified evidence of specific demand for NIT based on ocean carriers that required access to NIT, including potential customers that did not select CSXT

[17] Ex. 12A, V.S. Kenney at 4-5.

[18] Ex. 90, NS_00954288 at -325 (V.S. *NPBL Control* Carey, at 36).

[19] NIT Weekly Volume-2026-10-29-07-28-03.

[20] *See* Ex. 90, NS_00954288 at -309 (V.S. *NPBL Control* Carey, at 20). I discuss numerous of these factors in Section IV *infra*.

business at VPA ports because of the lack of on-dock rail access at NIT.[21] I further demonstrated that, at other ports where on-dock rail access has been achieved on reasonable terms with CSXT and NS having comparable rail economics, CSXT has achieved {{

}} compared with NS. Lastly, absent NS control my analysis shows that NPBL would have charged an appropriate cost-based rate that would be substantially lower than the {{

}}.[22, 23] Based on the totality of factors, I estimated that CSXT would achieve at least {{ }} per year at NIT which would approximate {{

}}.[24]

IV. Rail Movement-Specific Economic Factors Do Not Explain NS' High Shares.

I investigated rail movement-specific economic factors that might explain the exceedingly high shares of NS at NIT and found that they would, at best, have a very limited effect.

A. CSXT and NS Route Miles and Intermodal Train Speeds are Comparable.

CSXT's service quality would reasonably be expected to be similar to NS's, and any service quality difference cannot be expected to explain NS's exceedingly high traffic share at NIT. Indeed, when considering the entire system-wide intermodal service (i.e., train speeds across the entire network), CSXT reports faster average intermodal train service than NS.[25]

Figure 2: Whole System Average Intermodal Train Speed by Carrier and Year (MPH)[26]

[21] *See* Ex. 90, NS_00954288 at -327-29 (V.S. *NPBL Control* Carey, at 38-40) ({{ }}).

[22] *See* Ex. 90, NS_00954288 at -327-29 (V.S. *NPBL Control* Carey, at 38-40). An independent NPBL has an incentive to expand traffic volumes to contribute to fixed system costs.

[23] {{

}}. *See* Ex. 90, NS_00954288 at -341-45 (V.S. *NPBL Control* Carey, at 52-56).

[24] *See* Ex. 90, NS_00954288 at -343-44 (V.S. *NPBL Control* Carey, at 54-55).

[25] Further, to the extent that there is any difference today between CSXT and NS offerings with regard to service, it can be expected that in the future without NS control, CSXT would be expected to have more volumes, and therefore more scale and efficiency on existing routings which would further help to improve its service.

[26] Carey HC-WP-IM Delivery Time.xlsx.

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%

CSXT's route distances between the Port of Virginia and Midwestern locations are comparable or superior to the NS routes for many key locations receiving port-related volumes such as Chicago, Detroit, and Cleveland.

Figure 3: Comparison of CSXT and NS Route Miles from VPA Ports to Midwestern Locations[27]

Location	Miles		CSXT Advantage
	NS	CSXT	
[a]	[b]	[c]	[d]
Chicago, IL	1,042	1,040	0%
Columbus, OH	672	837	25%
Detroit, MI	1,020	948	-7%
Cleveland, OH	828	764	-8%
Louisville, KY	817	1,083	33%
Cincinnati, OH	841	963	15%
St. Louis, MO	1,087	1,223	12%

In thinking about the combined effect of two of these factors, using average system train speeds, a move from VPA ports to Chicago could be 13% faster on CSXT than on NS, while moves to Detroit and Cleveland could be 22% faster and moves to Cincinnati and St. Louis could be about equal.[28] Furthermore, an independent and competitively operated NPBL could be able to perform a switch with CSXT without undue operational disruptions and therefore expect to reach approximate system average train speeds.

B. Trucking is Not a Feasible Economic Alternative.

[27] Carey HC-WP-IM Delivery Time.xlsx.

[28] Routes use PC Miler to determine shortest intermodal route. CSXT moves use distance from NPBL interchange point at Berkley. Move times calculated using 2025 average speeds. *See* Carey HC-WP-IM Delivery Time.xlsx.

Most trucking traffic at the Port of Virginia does not compete with rail on the long-distance Midwestern corridors. The vast majority of NIT international intermodal traffic handled by trucks moves only short distances around the port, including destinations within roughly 100 miles of the Port of Virginia.[29] The economically relevant comparison is instead to long-haul service to markets such as Chicago, Detroit, and St. Louis, where rail routes are approximately 700–1,300 miles.[30] These distances are well beyond the range in which trucking is generally most competitive with rail; NS itself has described the truck/rail break-even point as at least 500 miles.[31] Therefore, trucks compete primarily for a limited segment of higher-value or time-sensitive freight, rather than serving as a viable substitute for the majority of international intermodal traffic moving between NIT/VPA and the Midwest. In other words, trucks are not able to act as a competitive constraint on rail service.

As shown below in Figure 4, the observed traffic volumes support this conclusion. Trucks account for only about {{ }} of traffic across the Port of Virginia–Midwest corridors.[32] In container terms, long-haul trucks move only about {{ }} truck containers compared with {{ }} rail containers across the broader Port of Virginia.[33] These relatively small truck volumes, which are likely a differentiated time sensitive service, also show that long-haul trucking does not currently impose a meaningful competitive constraint on rail for the relevant VPA–Midwest traffic.

[29] *See* Ex. 90, NS_00954288 at -307 (V.S. *NPBL Control* Carey, at 18).

[30] *See* Ex. 90, NS_00954288 at -307 (V.S. *NPBL Control* Carey, at 18).

[31] *See* Ex. 90, NS_00954288 at -307 (V.S. *NPBL Control* Carey, at 18).

[32] Carey HC-WP-Port of Virginia Conditions.xlsx.

[33] Carey HC-WP-Port of Virginia Conditions.xlsx. As shown in Section II, 2025 traffic levels are similar to 2023.

Figure 4: Containers and Shares for Rail Only and Rail/Drayage and Truck International IM Traffic Movements on VPA Corridors to/from Inland Midwestern Markets, 2023[34]

{{

}}

Similarly, dray-to-rail moves have not been competitive with rail-only, on-dock rail service for NIT corridors and are only used as a workaround for the lack of commercially viable on-dock rail access as discussed in Section III. Furthermore, if CSXT were able to somehow gain half of the expected new business at the expanded NIT, it would require {{ }} times the 2023 drayage-to-rail volumes to move this traffic.[35] This substantially limits the ability of truck drayage to act as a competitive constraint on NS's on-dock rail access at an expanded NIT.

[34] Carey HC-WP-Port of Virginia Conditions.xlsx.

[35] NIT's capacity is expanding by 1.4 million TEUS, or 700,000 40ft containers. 700,000 * 50% share = 350,000 containers / {{ }}. *See* NIT Capabilities and Carey HC-WP-Port of Virginia Conditions.xlsx.

C. Other Ports are Not Substitutes for NIT-Specific Demand.

Large ocean carriers often stop at multiple ports along the east coast to unload shipments.[36] Midwestern locations are most heavily served by both VPA and New York/New Jersey (NY/NJ), [37] two of the largest and most sophisticated east coast container ports.

Many of the large ocean carriers use both NY/NJ and VPA ports to access Midwestern locations.[38] Ocean carriers align with railroads rather than negotiating on a lane-by-lane basis.[39] As noted by Mr. Warren, a CSX Director, Business Development South, ocean carriers {{

}}.[40] Ocean carriers recognize that they need a portfolio approach to the business arrangement due to shifting needs. This means that any given obstacle or change in access or market share at NIT can have an outsized impact on competition.

Nor does CSXT's on-dock rail access at VIG provide an adequate competitive alternative for traffic moving through NIT. Virginia International Terminals ("VIT") determines vessel assignments within VPA ports, so ocean carriers cannot necessarily shift a vessel to VIG simply to obtain their preferred railroad's on-dock rail service. Moreover, VIG is smaller than NIT and

[36] Shipping vessel tracking data indicates that 90% of container ships visit another port on the U.S. East Coast before or after stopping at the Port of Virginia. This is not surprising because large vessels use multiple ports to logistically handle large loads with complicated loading and unloading processes. In addition, around 40% of the trips to NY/NJ or VPA include stops at both NY/NJ and VPA. *See* Ex. 90, NS_00954288 at -299 (V.S. *NPBL Control* Carey, at 10). Ocean carriers use multiple ports to facilitate distribution and collection of IM traffic across a diverse geography and provide service at lower overall cost. "Multi-port calling is superior in terms of total cost…" *See* Akio Imai et al., *Multi-port vs. Hub-and-Spoke port calls by containerships*, Transportation Research Part E: Logistics and Transportation Review, (Sep. 2009), https://www.sciencedirect.com/science/article/pii/S1366554509000052 (stating that "Multi-port calling is superior in terms of total cost…").

[37] Today VPA has the largest share of volumes on container corridors to the Midwestern locations with approximately {{ }}. With NIT expansion that share will likely grow. NYNJ has approximately {{ }}. *See* Ex. 90, NS_00954288 at -299 (V.S. *NPBL Control* Carey, at 10).

[38] *See* Ex. 90, NS_00954288 at -329-30 (V.S. *NPBL Control* Carey, at 40-41).

[39] *See* Ex. 90, NS_00954288 at -329 (V.S. *NPBL Control* Carey, at 40).

[40] *See* Ex. 90, NS_00954288 at -329 (V.S. *NPBL Control* Carey, at 40).

typically operates at or near capacity, limiting its ability to absorb traffic from NIT as NIT expands.

In addition, it would be difficult for ocean carriers serving Midwestern locations to avoid Norfolk by shifting to NY/NJ because vessel operation limitations result in the need for multiple ports in addition to other limiting factors in NY/NJ such as insufficient spare capacity.[41] This limits the ability of the other ports serving the Midwestern locations to act as a competitive constraint on NS at NIT.

V. Barriers Imposed by NS.

The lack of competitive options for on-dock rail access from NIT disadvantages customers to the benefit of NS. The historical experience with NS's control of NPBL includes many operational and economic barriers to CSXT's effective and efficient use of NPBL to serve international IM shippers at NIT.

Friction in the Operating Process. The operating process itself adds several layers of friction. CSXT intermodal trains must be disassembled and reassembled at Berkley Yard so that the CSXT locomotive can be removed and an NPBL locomotive attached.[42] Additional repositioning and brake testing may then occur at Portlock Yard.[43] Norfolk Southern also retains dispatch control over the final access into NIT and can determine when NPBL trains are permitted to operate. Previously, "multi-day or week-long delays" occurred while awaiting

[41] Total NIT capacity will be 3.6 million TEUs after expansion, while the Port of NY/NJ is approaching capacity limits. Port of New York and New Jersey has capacity to handle about 9 million TEUs annually. In 2023 and 2024 it moved 7.8 and 8.7 million TEUs, respectively, which is 87-97% of estimated port capacity according to the U.S. Army Corps of Engineers. *See* Ex. 90, NS_00954288 at -299-300 (V.S. *NPBL Control* Carey, at 10-11); *see also Port Master Plan 2050*, Port of New York & NJ, at 14, https://www.panynj.gov/port/en/our-port/port-development/port-master-plan.html (last visited Nov. 6, 2026); *see also 2024 Port at a Glance*, Port of New York & NJ, https://www.panynj.gov/port/en/our-port/facts-and-figures.html (last visited Nov. 11, 2026).

[42] *See* Ex. 90, NS_00954288 at -322 (V.S. *NPBL Control* Carey, at 33).

[43] *See* Ex. 90, NS_00954288 at -323 (V.S. *NPBL Control* Carey, at 34).

permission.[44] And when CSX asked for quotes for traffic to NIT in 2018, NS representative Adam Write wrote: {{

}}.[45] Norfolk Southern personnel themselves described this leverage explicitly: In 2018, Scott Plum from NS wrote: {{

}}.[46]

Discontinuation of the "Diamond" Connection. In 2008, Norfolk Southern discontinued use of the "Diamond" and connecting track near NIT, which had allowed NPBL to reach the terminal efficiently; without it, CSXT traffic was forced onto a "longer more circuitous route at a higher operational cost to access NIT."[47] The replacement routing requires CSXT traffic to move from Berkley Yard through Norfolk Southern's Portlock Yard before reaching NIT, while Norfolk Southern's own trains do not face the same circuitous process.

Intent to Limit CSXT Access. Internal NS documents show that these barriers were not merely incidental operational constraints. In 2009–2010, NS representatives expressed intent to {{ }} and admitted that {{

}}.[49] Later documents from 2016–2018 show NS Vice President Jeffrey Heller stating that {{ }},[50] and {{

[44] *See* Ex. 90, NS_00954288 at -323 (V.S. *NPBL Control* Carey, at 34).

[45] *See* Ex. 90, NS_00954288 at -323 (V.S. *NPBL Control* Carey, at 34).

[46] *See* Ex. 90, NS_00954288 at -323 (V.S. *NPBL Control* Carey, at 34).

[47] *See* Ex. 90, NS_00954288 at -323 (V.S. *NPBL Control* Carey, at 34).

[48] *See* Ex. 90, NS_00954288 at -320-21 (V.S. *NPBL Control* Carey, at 31-32).

[49] *See* Ex. 90, NS_00954288 at -320-21 (V.S. *NPBL Control* Carey, at 31-32).

[50] *See* Ex. 90, NS_00954288 at -321 (V.S. *NPBL Control* Carey, at 32).

}}[51] These statements show that the operational restrictions were a coordinated effort to preserve NS' exclusive on-dock rail position at NIT.

VI. Current Service Impediments.

The recent commencement of CSXT's on-dock rail service has not eliminated the operational barriers to effective competition at NIT. As described below, CSXT reports continuing restrictions on train length, service frequency, routing, and terminal access that limit the capacity and reliability of its NPBL-based service.

Train-Length Restrictions. Shortly after CSXT began its on-dock rail service through NPBL, NPBL imposed a 5,800-foot maximum train length, including locomotives. CSXT explains that longer trains require additional "headroom" onto NS-controlled track near Berkley Yard, but CSXT crews lack authority to operate there. CSXT therefore requested limited operating rights over the relevant NS track, which NS denied on September 29, 2026. According to CSXT, this creates a circular constraint: the 5,800-foot limitation exists because CSXT cannot use NS track for headroom, while NS denied access on the ground that the 5,800-foot limit makes such rights unnecessary. "The restriction has forced CSXT to leave intermodal traffic behind on multiple occasions, holding back thousands of feet of rail cars that could otherwise be delivered to NIT."[52] CSXT further states that {{

[51] *See* Ex. 90, NS_00954288 at -321 (V.S. *NPBL Control* Carey, at 32).

[52] *CSX Transportation, Inc.'s Status Report*, *Norfolk S. Corp. et al.—Acquisition of Control—Norfolk & Portsmouth Belt Line R.R. Co.*, FD 36836; *CSX Transp., Inc. v. Norfolk S. Corp. & Norfolk S. Ry. Co.*, NOR 42183; *CSX Transp., Inc.—Terminal Trackage Rights—Norfolk S. Ry. Co. & Norfolk & Portsmouth Belt Line R.R. Co.*, FD 36859; *Norfolk S. Ry. Co.—Discontinuance of Service Exemption—in Chesapeake, VA*, AB 290 (Sub-No. 299X); *Norfolk & Portsmouth Belt Line R.R. Co.—Discontinuance of Trackage Rights Exemption—in Chesapeake, VA*, AB 1024X (Oct. 5, 2026), at 4.

}}[53]

Crew Limitations and Lack of Seven-Day Service. NPBL's limited staffing prevents the service from operating with the daily frequency required by intermodal customers. CSXT initially operated four days per week, then expanded to five days after customers accustomed to its existing seven-day drayage service found the four-day schedule inadequate. CSXT has requested seven-day rail service, but NPBL currently lacks the crews necessary to provide weekend operations and has indicated that additional personnel may not be available until approximately December 2026, then two months in the future.[54] This limitation compounds the train-length problem because CSXT can neither spread volume across seven days nor run longer trains on the days service is available.[55]

Inability to Use the Connecting Line. CSXT identifies the continued unavailability of the approximately 0.90-mile Connecting Line between NS Junction and Carolina Junction as another major operational impediment. After service over the line was discontinued, NS removed physical track assets, including the double diamond at NS Junction and the Carolina Junction connection, leaving the route unusable.[56] CSXT argues that restoring the line and NPBL's associated trackage rights would permit a substantially more direct movement to and from NIT. Without it, NPBL must travel along NS's Lambert Point Line instead of simply crossing it, creating additional operating complexity.[57]

[53] *Id.* at 5.

[54] *Id*.

[55] *Id*.

[56] *Id*. at 6.

[57] *Id*. at 6-7.

NS Priority at NIT. CSXT also claims that NS has used its operational position at NIT to prioritize its own trains over the NPBL service carrying CSXT traffic. Furthermore, NS activity within the port, including operations at the NIT marshalling yard, has prevented NPBL from operating for substantial periods. CSXT reports individual blockages lasting approximately five to six hours, delaying its containers and reducing the predictability and reliability of the new service.[58] Such delays undermine CSXT's ability to offer customers a dependable competitive alternative to NS's own on-dock rail service.

Access Asymmetry at QM Junction. NPBL has materially less operational flexibility than NS at QM Junction, because NPBL lacks trackage rights over all three legs of the Wye while NS can use all sides. This asymmetry makes CSXT's NPBL-based service "materially less efficient" and further limits its commercial viability.[59]

Taken together, these restrictions reinforce one another: limited train lengths and operating days constrain capacity, while circuitous routing, terminal delays, and unequal junction access reduce efficiency and reliability. Thus, the theoretical availability of on-dock rail service has not been sufficient. Unless these impediments are resolved, CSXT's ability to compete meaningfully with NS at NIT will remain ineffective.

[58] *Id*. at 7.

[59] *Id*. at 8.

VII. The Combined UP/NS Would Have the Ability and Incentive to Foreclose Competitors.

Approximately {{ }} of VPA port traffic is transcontinental with key lanes between NIT and Los Angeles, San Francisco, Seattle, Minneapolis, Phoenix and other locations.

Figure 5: NIT, VIG and Combined Port of Virginia - Transcontinental Carloads/IM Units and Carload Share by BEA Pair (2023)[60]

{{

[60] Carey HC-WP-Port of Virginia Conditions.xlsx.

}}

For this traffic, BNSF is NS's primary interchange partner. This means that, post-transaction, there would be an incentive for UP/NS to steer traffic away from customers' revealed current routing preferences. CPKC also currently interlines traffic from NIT with NS.

{{

}}

Post-transaction, UP/NS would have the incentive and ability to use NS's control of NPBL and the NS-owned and -operated tracks to NIT over which NPBL has trackage rights in order to foreclose the ability of western carriers to compete to serve NIT traffic.

By impeding, delaying or otherwise degrading CSXT's on-dock rail access, UP/NS would ensure that CSXT could not serve as an effective on-dock rail competitor capable of interlining with BNSF and CPKC to serve NIT traffic.

Without commercially viable CSXT access, post-transaction western carriers and ocean carriers seeking transcontinental service would lack an effective alternative eastern rail partner at NIT and would remain dependent on UP/NS to participate in movements serving the terminal. 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 harm

[61] Carey HC-WP-Port of Virginia Conditions.xlsx.

competition.[62] Specifically, post-transaction all transcontinental shippers would lose an independent rail option in the West because of the combination of UP in the West with NS in the East. Independent rail options on all segments of the route are necessary to ensure the robust negotiations required for effective competition.[63]

As a result of the proposed transaction, UP and NS would have the same unified incentive and ability to harm competition. The combined UP/NS would have a direct financial incentive to favor its own single-line service over those interline alternatives because it would retain revenue from both the eastern and western legs of the movement.[64] Exclusion of CSXT would prevent competing services from developing and could entrench UP as the exclusive western carrier for NIT traffic.

Post-transaction, a combined UP/NS could have a direct financial incentive to favor its own western service over service provided by BNSF or CPKC, 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. Foreclosure of CSXT in the eastern United States and/or foreclosure of BNSF in the western United States is possible through controlling access points such as gateways, or through anti-competitive pricing of critical upstream services and inputs.[65] 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).

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[62] *See, e.g.*, CSXT Comments V.S. Carey at 45-49, 70-77, 119-27.
[63] See *id.* at 45-49.
[64] Dr. Ramsey Shehadeh's Verified Statement submitted in *CSXT's Comments to the Revised Merger Application* addresses the vertical foreclosure risk from the proposed transaction at length.
[65] *See, e.g.*, V.S. Shehadeh at 17-22, 88-90; CSXT Comments V.S. Carey at 92.

By impeding, delaying, or otherwise degrading CSXT's on-dock rail access through NPBL, UP/NS could prevent CSXT from developing into an effective on-dock rail competitor capable of interlining with other railroads, including BNSF and CPKC. Its control over NPBL and the access tracks to NIT could thus be used to frustrate the emergence of an independent alternative to NPBL switching and to insulate UP/NS's western service from future competition for NIT traffic.

VIII. Benefits to Customers.

Allowing CSXT practical on-dock rail access to NIT would restore a second meaningful railroad option where customers effectively have only one today. A second effective railroad would strengthen shippers' bargaining position because customers could credibly move business between rail carriers. Multiple independent rail options enable robust negotiations with large sophisticated shippers and the ability to turn down a competing offer (walk away) and facilitate a fair market value negotiated price.[66] I discuss the customer benefits achievable when a second independent railroad competitor is present at an interchange point or customer location in my Verified Statement in support of *CSXT's Comments to the Revised Merger Application*.[67] The Board's historical reliance on independent rail options for effective competition requires true independent rail options on all route segments.

There is also substantial evidence that customers affirmatively value on-dock rail and view drayage as an inferior substitute. Ocean carriers have described {{ }}

[66] With certain conditions such as freedom from duress and information asymmetries. *See* Robert Cooter & Thomas Ulen, Law & Economics 43, 206-7 (Addison-Wesley 3d ed. 2000). In addition, if transaction costs associated with certain negotiations are too high, some mutually beneficial transactions may fail to occur. *See* Ronald Coase, *The Problem of Social Cost*, 3 J.L. Econ. 1, 7 (1960).

[67] *See* CSXT Comments V.S. Carey at 45-49.

as a positive,[68] while NS employees themselves stated that on-dock rail service {{

}}.[69] CSXT personnel similarly reported that {{

}}[70] By limiting on-dock rail competition, customers necessarily have to spend more money. {{

}}. Further, customers expressed need for both VIG and NIT terminal rail service in order to most efficiently serve their traffic. This is important at the VPA ports, because ultimately, VIT, the commercial entity that operates VPA's marine terminals, decides where to route vessels within the VPA.[72]

IX. Granting CSXT Access to NIT Would Benefit Competition.

Granting CSXT trackage rights over NS and NPBL lines from Seaboard Junction to NIT, together with restoration of the Connecting Line between NS Junction and Carolina Junction, would support CSXT's ability to compete in on-dock rail service.

These trackage rights would 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.

To the contrary, by introducing CSXT as a direct on-dock rail competitor at NIT, the condition would restore the lost independent railroad option for ocean carriers and shippers. An

[68] *See* Ex. 90, NS_00954288 at -305 (V.S. *NPBL Control* Carey, at 16).

[69] *See* Ex. 90, NS_00954288 at -305-06 (V.S. *NPBL Control* Carey, at 16-17).

[70] *See* Ex. 90, NS_00954288 at -305 (V.S. *NPBL Control* Carey, at 16).

[71] *See* Ex. 90, NS_00954288 at -327 (V.S. *NPBL Control* Carey, at 38).

[72] *See* Ex. 89, NS_00954122 at -127 (V.S. *NPBL Control* Kenney, at 5).

eastern independent railroad option (CSXT) replaces the lost independent railroad option in the west from the combined UP and NS. Specifically, post-transaction, all transcontinental shippers lose an independent rail option necessary to ensure robust negotiations required for effective competition because of the combination of UP in the west with NS in the east.

It also preserves NS's continued access to and operations at NIT, and produces tangible benefits for VPA ports and the communities that depend on robust rail competition at one of the most important intermodal terminals on the East Coast.

The proposed condition would deliberately be limited in scope. CSXT seeks trackage rights over a defined set of NS and NPBL lines sufficient to reach NIT directly, without displacing NS's own operations at the terminal. NS would retain its direct access to NIT and its existing on-dock rail infrastructure.

The condition is designed to restore competition without displacing the incumbent carrier and is tailored to the loss of an independent rail option, as well as the foreclosure risk[73] posed by the transaction. Granting CSXT direct trackage rights to NIT would produce substantial procompetitive benefits. CSXT would be a genuine on-dock rail competitor at NIT, providing ocean carriers with a second independent rail option.

This competition would benefit VPA ports, ocean carriers, and the ultimate consumers of the goods shipped through NIT by reducing rates, improving service quality, and eliminating the costly and inefficient drayage workaround that currently substitutes for on-dock rail access. Moreover, as discussed in Sections III and IV.B, drayage is not an adequate substitute for the on-dock rail access sought through the requested condition.

[73] Relatedly, in his accompanying Verified Statement, Dr. Ramsey Shehadeh addressed the vertical foreclosure risk from the proposed transaction at length.

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

Norfolk International Terminal Operating Plan

Introduction

Norfolk & Portsmouth Belt Line Railroad Company ("NPBL") was formed by eight railroads and was established as a belt line railroad for the mutual benefit of its owners. Through a series of mergers and acquisitions, NPBL is now owned by Norfolk Southern Railway Company ("NS") (~57%) and CSX Transportation, Inc. ("CSXT") (~43%). On April 6, 2026, the Surface Transportation Board (the "STB" or "Board") authorized NS's control of NPBL, subject to conditions requiring preservation of existing rights and transportation options and commercially reasonable rail access to NIT for CSXT. NPBL's most significant potential customer is Norfolk International Terminal ("NIT"), which is one of the most important intermodal terminals serving ocean vessels on the East Coast. While NS is able to reach NIT directly, CSXT can only reach NIT by switching traffic with NPBL.

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 CSXT, 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 A contains a list of my prior experience and qualifications.

Scope of Engagement

Crowell & Moring, on behalf of 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 concerning requested trackage rights located in Norfolk and Chesapeake, VA, as described in more detail later in this report.

Requested Condition

CSXT requests that the Board condition approval of the proposed merger transaction between UP and NS on granting CSXT trackage rights over NPBL and NS to help mitigate the anticompetitive effects of NS's continued control of NPBL by ensuring that CSXT has effective on-dock rail access to NIT by allowing CSXT to serve NIT directly.

A. Requested Trackage Rights Between Seaboard Junction and NIT

CSXT seeks trackage rights over certain lines owned by NS and NPBL in the Norfolk, VA, and Chesapeake, VA, areas (the "Lines"). The Lines are described in detail below:

- NPBL's line between Seaboard Junction, at approximately MP SA2, and NS Junction, at approximately MP NS 1.40;[1]
- NS's line between NS Junction, at MP NS 1.40, and Carolina Junction, at MP NS 2.30, in Chesapeake, VA, a distance of 0.90 miles;
- Reinstall the double diamond that NS removed at NS Junction NS 1.40;
- Restore the track connection that NS removed at Carolina Junction MP NS 2.30;
- Segments of NS's New Berkley Line N-Line and V-Line tracks between the division of maintenance located 60' west (railroad direction) of the edge of Industrial Avenue on the New Berkley Line, and Carolina Junction on the V-Line, provided that the connection between the N-Line and V-Line will be over the Wye Track at or near the V-Line at MP V4+4974.1', to its end at the point of switch for a left-hand turnout in the Switching Lead at MP N3+1749.5';
- NS's main and passing tracks between Carolina Junction at MP V4 + 1927.2' and West Junction at MP A7 + 1351.7', a distance of 9.329 miles;

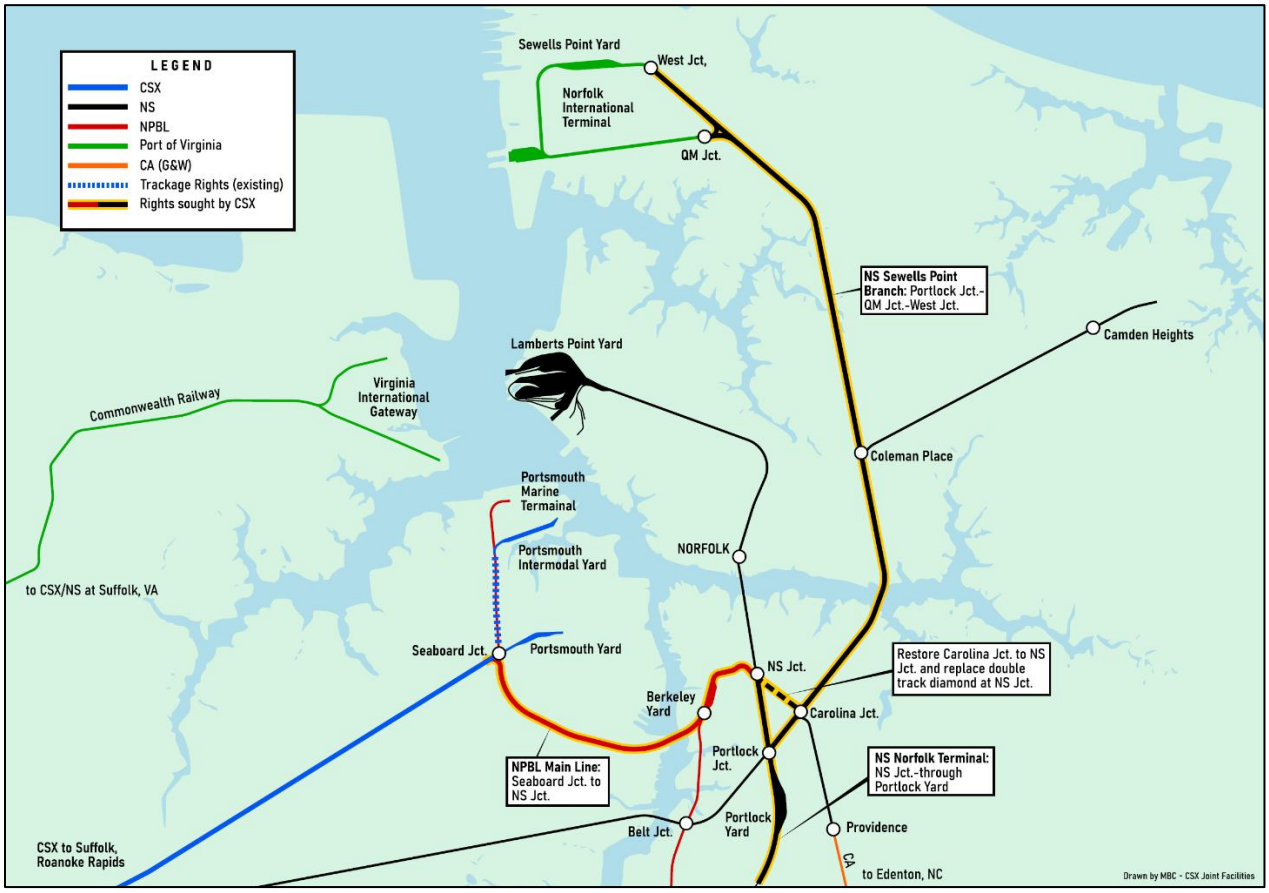
[1] CSXT currently has certain access to NPBL's line between Seaboard Junction and Berkley Yard. However, CSXT's access is limited to operating rights for the purpose of interchange with NPBL.

- NS's line through Portlock Yard, and
- Line segments starting at West Junction, at approximately MP A7 + 1351.7', continuing westward across Hampton Boulevard and around the NIT loop, and ending at QM Junction, including all three legs of the Wye at QM Junction.

The Lines are depicted in the map shown below and attached as Exhibit 1.

Exhibit 1

Map of Trackage Rights Sought by CSXT



B. Summary of CSXT NIT Opportunity

RLBA worked with CSXT Sales & Marketing, Operations and Service Design to estimate the intermodal volume CSXT could gain by operating over the proposed trackage between Seaboard Junction, NS Junction, Carolina Junction, and NIT. Based on CSXT's existing knowledge of the commercial opportunities at the Port of Virginia ("POV"), including an analysis of anticipated ocean carrier RFPs, CSXT identified a total opportunity of {{ }} annual containers.[2] CSXT's commercial plan assumes that with on-dock rail access it would be able to win {{ }}% of the addressable volume at NIT. Based on this analysis, and combined with CSXT's existing volume, CSXT anticipates that it could carry {{ }} annual revenue containers out of NIT within three years after the Board grants the requested rights.[3]

CSXT provided the following assumptions to translate that volume into estimated train requirements:

- {{ }} revenue containers per year;
- 360 days per year ≃ {{ }} containers per day; {{ }} import and {{ }} export;
- 10,647 ft. double-stack train length equates to two double-stack trains per day, i.e., 5,841 ft. westbound import train and 6,213 ft. eastbound export train, and
- NIT maximum capacity: ≃ 850 double-stack railcar lifts per day ≃ 1,700 containers.[4]

C. Description of Existing CSXT Operations

While NS's rail lines reach NIT directly, CSXT can only reach NIT by switching traffic with NPBL. NIT is owned by the Virginia Port Authority ("VPA"), a political subdivision of Virginia, and operated by Virginia International Terminals ("VIT") on VPA's behalf as part of POV.

In order to provide service at NIT, CSXT has moved intermodal containers to and from NIT by truck across town and then transloaded them to rail, or used a multi-step interchange process with NPBL as described below.

Due to CSXT's lack of direct rail access at NIT, the majority of CSXT's intermodal operations in the Hampton Roads area are currently concentrated at the Virginia International Gateway ("VIG") terminal across the river in Portsmouth, VA. Containers arriving on CSXT intermodal

[2] HC - NIT Volume Analysis WP.xlsx.
[3] HC - NIT Volume Analysis WP.xlsx.
[4] Port of Virginia, *Record-Setting Volumes, No Congestion and a New Round of Strategic Investments Close Port's 2021* (last visited Nov. 17, 2026), https://www.portofvirginia.com/news/record-setting-volumes-no-congestion-and-a-new-round-of-strategic-investments-close-ports-2021.

trains are unloaded at VIG. To move cargo between VIG and NIT, logistics teams rely on truck drayage (over-the-road trucking) via Interstate 64 and local corridors like Hampton Boulevard.

Currently CSXT has limited access on NPBL between Seaboard Junction and Berkley Yard with access limited to interchange. However, moving 10,000 ft. CSXT export trains to NIT through NPBL would require two major intermediate events:

- At Berkley Yard, an eastbound train would enter from the west, be placed into several tracks, have its CSXT locomotives replaced with NPBL locomotives, and be reassembled, requiring several hours; and

- Absent the curvature waiver that is currently in place, the NPBL train would enter NS's Portlock Yard, be broken apart again, require a locomotive runaround, be reassembled, and then move onto NS track for the trip to NIT, also requiring several hours.

This two-yard, two-assembly process or utilizing over-the-road trucks to dray containers back and forth is less efficient than direct operation with trackage rights into NIT.

Today about much of CSXT's minimal present NIT traffic is still handled by truck drayage because the rail alternative depends on NPBL switching and repeated disassembly and reassembly over NPBL and NS yards. Trackage rights would eliminate this constraint, allowing CSXT direct access to NIT.

D. No Impact on Existing NS and NPBL Operations

The addition of two CSXT ≃5,000 ft. trains per day would not adversely affect NS operations. 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 NIT. Moreover, all volumes exist today; the only change is the rail provider. Finally, CSXT's use of the Lines as described below for movement to NIT would simply take the place of NPBL switching operations solely for that traffic without adversely impacting its non-intermodal operations.

For the same reasons, the addition of two trains per day would not adversely affect NPBL operations.

E. Proposed Operating Plan

Preferred Route: CSXT would use the requested trackage rights to operate over the route between Seaboard Junction and NIT (detailed on the above map) to serve NIT. CSXT does not seek the right to serve any additional local customers directly along the trackage-rights route. CSXT would operate a daily average of two (2) intermodal trains, i.e., one 5,841 ft. import train (with {{ }} containers) and one 6,213 ft. export train (with {{ }} containers) per day. Operations would depend on the most efficient CSXT routing based on the origin and final destination of both inbound and outbound CSXT intermodal trains. It is expected that traffic would run from Carolina Connector (CCX) Intermodal Terminal in Rocky Mount, NC, to POV (NIT), from the Midwest through CCX to NIT, or from NIT back to CCX.

The Preferred Route for CSXT's trackage rights operations includes the 0.90-mile NS track segment linking NS Junction, MP NS 1.40, with Carolina Junction, MP NS 2.30 (the "Connecting Line"). Without obtaining abandonment authority or advising the Board of its plans, at some point following the Board's grant of discontinuance authority to NPBL, NS removed certain track assets associated with the Connecting Line, including the double diamond at NS Junction and the connection at Carolina Junction, which rendered the Connecting Line unusable. CSXT's trackage rights request includes a request that the Board order NS to restore the Connecting Line, as the use of the Connecting Line enables efficient CSXT trackage rights operations to NIT.

Under the Proposed Operating Plan, CSXT's intermodal trains (originating from Rocky Mount, NC) would start at NPBL Seaboard Junction and move over NPBL's line to NS Junction. CSXT anticipates that this movement would take approximately 30 minutes. At NS Junction, CSXT's train would continue moving over NS's line to Carolina Junction, crossing over the Connecting Line. At Carolina Junction, CSXT's train would continue moving over NS's line to QM Junction. At QM Junction, the VIT Yardmaster would direct the CSXT train's movements within the NIT loop. CSXT anticipates that the movement between NS Junction and NIT would take 60 to 90 minutes, which is approximately the same amount of time that NS crews currently take to move directly between NS's Portlock Yard and NIT. Total time from Seaboard Junction to NIT would range from approximately 90 to 120 minutes.

When CSXT's train is ready to depart, the train would leave QM Junction upon receiving clearance from the VIT Yardmaster and the NS dispatcher. CSXT's train would continue moving over NS's line to Carolina Junction. At Carolina Junction, CSXT's train would continue to NS Junction, crossing over the Connecting Line. At NS Junction, CSXT's train would continue moving over NPBL's line to Seaboard Junction. Total time from NIT to Seaboard Junction would be ~90 to 120 minutes.

Alternative Routes: If the Connecting Line were not restored and the Preferred Route were thus not available, only the alternative routes below would be available. The line segments in the alternative routes provided below are still within the scope of the original trackage rights request.

- **Alternative Route No. 1:** CSXT's train would start at Seaboard Junction and move over NPBL's line to NS Junction. At NS Junction, CSXT's train would continue moving over NS's line to Carolina Junction via NS's New Berkley Line N-Line and V-Line tracks. Given anticipated speed restrictions on this segment, CSXT anticipates that this Alternative Route No. 1 would add approximately 30 minutes to the total movement as compared to the Preferred Route.

- At Carolina Junction, CSXT's train would continue moving over NS's line to QM Junction. At QM Junction, the VIT Yardmaster would direct the CSXT train's movements within the NIT loop. When CSXT's train is ready to depart, the train would leave QM Junction upon receiving clearance from the VIT Yardmaster and the NS dispatcher. CSXT's train would continue moving over NS's line to Carolina Junction. At Carolina Junction, CSXT's train would continue to NS Junction via NS's New Berkley Line N-Line and V-Line tracks. At NS Junction, CSXT's train would continue moving over NPBL's line to Seaboard Junction.

- **Alternative Route No. 2**: If CSXT were unable to use the Preferred Route or Alternative Route No. 1, the remaining option would be to move into NS's Portlock Yard. As with the other two routes, CSXT's train would start at Seaboard Junction and move over NPBL's line to NS Junction. Upon receiving clearance and instructions from the NS Yardmaster and the NS dispatcher, CSXT's train would proceed from NS Junction through NS's Portlock Yard to the south end of the yard. At the south end of Portlock Yard, CSXT's train would have to be disassembled and reassembled, consistent with yard rules and instructions from the NS Yardmaster and the NS dispatcher.

- The CSXT locomotives would then move north through the yard via a clear track. The NS Yardmaster and the NS dispatcher would direct the CSXT movements to reassemble the train. Next, the CSXT train would need to perform a successful brake test. Upon receiving clearance from the NS Yardmaster and the NS dispatcher, CSXT's train would then depart Portlock Yard and begin moving over NS's V-Line tracks to Carolina Junction. This process of moving through Portlock Yard would add several hours to the total movement as compared to the Preferred Route. At Carolina Junction, CSXT's train would continue moving over NS's line to QM Junction. At QM Junction, the VIT Yardmaster would direct the CSXT train's movements within the NIT loop.

- When CSXT's train is ready to depart NIT, the train would leave QM Junction upon receiving clearance from the VIT Yardmaster and the NS dispatcher. The return trip over the NS and NPBL lines to Seaboard Junction would mirror the process described above, including all assembly and reassembly in Portlock Yard.

F. Dispatching Changes

The train dispatching function is of central importance to both the efficiency and safety of rail operations. For inbound and outbound traffic to NIT, no single dispatcher is responsible for the entire Seaboard Junction-to-NIT route. NPBL and NS each control dispatching within their respective territories, with VIT directing the terminal-loop movements.

Under CSXT's Proposed Operating Plan, NPBL would continue to dispatch the Seaboard Junction-to-NS Junction segment; NS would continue to dispatch the NS Junction-to-QM Junction segment; and the VIT Yardmaster would continue to direct movements inside the NIT loop.

For departures from NIT, CSXT's trains would leave QM Junction only after clearance from both the VIT Yardmaster and the NS dispatcher, then continue over NS track to Carolina Junction and NS Junction before returning over NPBL track to Seaboard Junction for departure to Rocky Mount.

G. Train Schedules

CSXT expects to operate to a schedule (slots) based on demand and understands that the parties would need to work collectively to find appropriate windows to accommodate CSXT's operations on a fair and impartial basis.

If need be, CSXT will help with coordination regarding locomotives. Locomotives will be fueled, inspected, and maintained in Rocky Mount to ensure there are no issues when operating over NS as well as NPBL. If needed, CSXT will coordinate the deployment of a locomotive service truck ("LST") at NIT to handle non-routine, light service work.

Total run times for CSXT trains between Seaboard Junction and NIT are estimated at approximately 90 to 120 minutes.

The operating plan contemplates a phased increase in service frequency consistent with traffic demand, with seven-day-per-week service, 360 days per year, anticipated by the third year after the Board grants the requested rights, assuming projected traffic volumes are realized.

CSXT's trains will conform, if required, to NS's maximum train length requirement at NIT. CSXT trains will look, act, and operate in a manner consistent with NS's trains.

H. Labor Impact

CSXT projects that the operation described in Section E above would average an additional two trains per day—one in each direction. This would require fourteen total crew starts per week (assuming seven-day-per-week service).[5] This would require four engineers and four conductors. CSXT would use its existing Rocky Mount crew base and hire as needed to have the crew capacity for this service.

CSXT anticipates that no additional personnel would be needed to staff its existing Rocky Mount-to-Norfolk lines, including employees in the signals, maintenance of way, and mechanical crafts, given the low number of intermodal trains (two) 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 Lines 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 inside the industrial rail yards of the NIT network. In other words, the industrial zones in which the terminals are located—such as Lamberts Point Yard (the coal export facility), Portlock Yard, and the intermodal gates at NIT—are strictly dedicated to freight operations. No passenger trains enter these track networks due to safety, strict operational restrictions, and security protocols. However, CSXT trains would cross or operate over a portion of the NS Norfolk Terminal District used by Amtrak's Richmond/Newport News/Norfolk service. Specifically, CSXT trains would cross that line at NS Junction should the double diamond be reinstalled or operate over approximately 0.75 miles of that line to reach Portlock Junction in Alternative 1 and Alternative 2. There are no Amtrak stops on the 0.75 miles CSXT trains would traverse, and NS's capacity analysis on this segment shows only {{ }}% utilization when comparing its growth plan with its fluid capacity high threshold.[6] No impact on Amtrak operations is anticipated from the additional traffic CSXT would operate over or across this line.

In summary, the requested trackage rights will not impact passenger or commuter rail operations.

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[5] CSXT train crews currently operate runs between the Carolina Connector (CCX) / Rocky Mount Yard and Portsmouth, VA as a localized, single-crew turnaround shift. Because the physical rail distance is roughly 100 miles, a single crew can manage the trip up and back within the federal 12-hour statutory service limit.

[6] Gehringer/Orr WP "NS Line-Of-Road Volume-Capacity Summary" (Row 63).

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 require four additional locomotives per day, two in each direction between Rocky Mount and NIT. There will be two locomotives for each train. 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 positive train control (PTC).

Fueling, servicing and light repairs of the CSXT road locomotives will take place at CCX. This location can perform FRA daily inspections.

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

Inbound railcar inspections, light-to-medium repair, and component replacement will be performed as needed at CCX before the railcars depart for NIT.

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

CSXT does not anticipate needing hotel accommodations in Norfolk for crew layover and rest periods due to the turnaround nature of the intermodal train crews out of Rocky Mount.

L. Capital Investment

The Operating Plan identifies two capital-investment needs, but it does not provide costs, a budget, or a complete engineering scope.

- Restore the Connecting Line: CSXT's preferred Seaboard Junction-to-NIT route requires restoring the 0.90-mile Connecting Line between NS Junction and Carolina Junction. NS removed the double diamond and connecting track between NS Junction MP NS 1.40 and the connection at Carolina Junction MP NS 2.30, making the line unusable as a means to bypass Portlock Yard. Restoration of those assets is therefore an important component to the preferred direct route and efficient service at NIT so that CSXT would not need to traverse the 15+ degree curvature track adjacent to Portlock Yard and Portlock Junction.

- Upgrade NIT rail infrastructure: CSXT would be willing to work with VIT and NS to upgrade terminal infrastructure so trains can be yarded and assembled faster for NIT processing. CSXT does not specify the improvements, responsible funding parties, schedule, or cost.

M. Track and Line Infrastructure Upgrades

The requested route requires restoration of the Connecting Line's removed track assets at both junctions.

- NS Junction NS 1.40: Replace or reinstall the double diamond that NS removed.
- Carolina Junction MP NS 2.30: Restore the track connection that NS removed.

These assets are needed to make the 0.90-mile Connecting Line between NS Junction and Carolina Junction usable again. CSXT does not specify additional repair work, engineering scope, costs, timing, or the party responsible for performing and funding the restoration.

Sidings

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

N. NIT Capacity

NIT and VIG, which VPA leases, are POV's two operating intermodal container terminals. NIT is divided into two primary operational sectors, both dedicated to processing containerized cargo through automated and semi-automated container-handling technology. The terminal features 27,416 linear ft. of on-dock rail space, served directly by NS and by NPBL. The Central Rail Yard (CRY) layout is split into two major track bundles, the North Terminal and the South Terminal.[7]

South Terminal

- Semi-Automated Container Stacks: Operates 30 semi-automated container stacks served by 60 Rail-Mounted Gantry (RMG) cranes.
- High-Density Container Handling: Focuses on dense container storage, transfer, and rapid processing between ship-to-shore (STS) cranes, truck transfer zones, and the Central Rail Yard (CRY).

[7] *Norfolk International Terminals (NIT)*, Port of Virginia (Aug. 2026), https://www.portofvirginia.com/wp-content/uploads/2026/08/POV_2026-NIT.pdf.

North Terminal

- Modernization & Expansion: Subject to a $650 million redevelopment project to convert it into a semi-automated operation matching the South Terminal's capabilities.

- Capacity Increase: The upgrade introduces 14 semi-automated container stacks managed by 28 modern stacking cranes, significantly expanding total terminal throughput and vessel berth productivity.

O. Bridges

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

P. Union Issues

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

Q. Conclusion

The requested trackage rights would enable CSXT to provide direct, on-dock rail service to NIT over the route between Seaboard Junction and NIT, offering shippers an additional efficient rail alternative and reducing reliance on cross-town container drayage and intermediate switching. The proposed operating plan contemplates a phased increase in service frequency consistent with traffic demand, with an average of two intermodal trains per day, one in each direction, operating seven days per week anticipated by the third year after the requested rights are granted, assuming projected traffic volumes are realized. This service is designed to accommodate the projected {{ }} annual revenue containers within three years after the requested rights are granted, with routing through Carolina Connector in Rocky Mount according to the traffic's origin or destination.

RLBA's capacity review supports the conclusion that the proposed service is practicable and can be coordinated without substantially impairing NS's or NPBL's ability to conduct their own business. Implementation would require restoration of the Connecting Line and the double diamonds between NS Junction and Carolina Junction, coordinated train slots and dispatching, and completion of the terminal, crew, and equipment arrangements described in this plan. The analysis treats CSXT's projected traffic as a shift in existing traffic rather than an incremental gain to NIT, with traffic expected to be diverted from existing NS service. No additional sidings, siding extensions, or bridge improvements have been identified as necessary for the proposed two-train service, although the preferred plan requires restoration of the Connecting Line and contemplates upgrades to NIT rail infrastructure. Implementation would require the parties to finalize train slots.

On that basis, the requested rights would provide shippers with an additional efficient rail alternative and strengthen competition at NIT. Accordingly, the operating analysis supports granting the requested trackage rights as a condition of approval of the proposed UP/NS merger.

Appendix A

James C. (Charlie) Cunningham Curriculum Vitae

REDACTED VERSION –
CSXT-50, FD 36873 (Sub No. 53) 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

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 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

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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)
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

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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)
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

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 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

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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)
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

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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

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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)
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

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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)
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

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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)
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

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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)
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

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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)
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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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

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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)
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

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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)
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

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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)
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

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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)
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

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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)
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

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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)
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

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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	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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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

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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)
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

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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)
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

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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)
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

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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)
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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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 lines of Norfolk Southern Railway Company and Norfolk & Portsmouth Belt Line Railroad Company between Seaboard Junction and Norfolk International Terminal, together with the restoration of the Connecting Line described therein. 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.