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REDACTED VERSION – TO BE PLACED ON PUBLIC RECORD

CSXT-48

November 18, 2026

313058

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

VIA E-FILING

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

Re: Docket No. FD 36873 (Sub-No. 51), CSX Transportation, Inc.—Partial Acquisition, Lease, and Operation —Union Pacific Railroad Company Between East St. Louis, IL and Kansas City, MO

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.]

FILED
November 18, 2026
SURFACE TRANSPORTATION BOARD

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Respectfully submitted,



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Enclosures

cc: All parties of record

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873 (SUB-NO. 51)

CSX TRANSPORTATION, INC.
—PARTIAL ACQUISITION, LEASE, AND OPERATION—
UNION PACIFIC RAILROAD COMPANY
BETWEEN EAST ST. LOUIS, IL AND KANSAS CITY, MO

APPLICATION & EXHIBITS

PUBLIC VERSION

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TABLE OF CONTENTS

Page

INTRODUCTION 2

I. The Proposed Merger Would Eliminate Direct-Route Rivalry and Threaten Independent Interline Competition. 4

a. The KC-ESL Corridor Is a Vital Corridor in the National Rail Network. 4

b. The Proposed Merger Would Reduce Shippers' Options Between KC-ESL..... 6

c. The Proposed Merger Would Enable UP/NS to Foreclose Competing Interline Service..... 7

II. The Conditions Package Would Support an Independent Competitive Alternative and Mitigate Some of the Foreclosure Risk..... 8

III. CSXT Is Best Positioned to Help Restore Competition. 12

SPECIFIC INFORMATION REQUIRED BY THE REGULATIONS 14

General Information Supporting the Transaction 14

1180.6(a)(1)(i)	A brief summary of the proposed transaction, the name of the applicants, their business address, telephone number, and the name of the counsel to whom questions regarding the transaction can be addressed. 14
1180.6(a)(1)(ii)	The proposed time schedule for consummation of the proposed transaction. 15
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. 16
1180.6(a)(2)	A detailed discussion of the public interest justifications in support of the application, indicating how the proposed transaction is consistent with the public interest, with particular regard to the relevant statutory criteria, including: 17
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. 17
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..... 18
1180.6(a)(2)(iii)	The effect of the increase, if any, of total fixed charges resulting from the proposed transaction. 18
1180.6(a)(2)(iv)	The effect of the proposed transaction upon the adequacy of transportation service to the public, as measured by the continuation of essential transportation services by applicants and other carriers..... 18
1180.6(a)(2)(v)	The effect of the proposed transaction upon applicant carriers' employees (by class or craft), the geographic points where the impact will occur, the time frame of the impact (for at least 3 years after consolidation), and whether any employee protection agreements have been reached..... 20
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. 20
1180.6(a)(3)	Any other supporting or descriptive statements applicants deem material..... 20
1180.6(a)(4)	An opinion of applicants' counsel that the transaction meets the requirements of the law and will be legally authorized and valid, if approved by the Board. This should include specific references to any pertinent provisions of applicants' bylaws or charter or articles of incorporation..... 20
1180.6(a)(5)	A list of the State(s) in which any part of the property of each applicant carrier is situated. 21
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. 21
1180.6(a)(7)(i)	Describe the nature of the transaction (e.g., merger, control, purchase, trackage rights), the significant terms and conditions, and the consideration to be paid (monetary or otherwise). 21
1180.6(a)(7)(ii)	Agreement (exhibit 2). Submit a copy of any contract or other written instrument entered into, or proposed to be entered into, pertaining to the proposed transaction. In addition, parties to exempt trackage rights agreements and renewal of agreements described at § 1180.2(d)(7) must submit one copy of the executed agreement or renewal agreement with the notice of exemption, or within 10 days of the date that the agreement is executed, whichever is later. 22
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..... 22
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. 22
1180.6(a)(7)(v)	State whether the property involved in the proposed transaction includes all the property of the applicant carriers and, if not, describe what property is included in the proposed transaction..... 22
1180.6(a)(7)(vi)	Briefly describe the principal routes and termini of the lines involved, the principal points of interchange on the routes, and the amount of main-line mileage and branch line mileage involved..... 23
1180.6(a)(7)(vii)	State whether any governmental financial assistance is involved in the proposed transaction and, if so, the form, amount, source, and application of such financial assistance..... 23
1180.6(a)(8)	Environmental data (exhibit 4). Submit information and data with respect to environmental matters

	prepared in accordance with 49 CFR part 1105. In major and significant transactions, applicants shall, as soon as possible, and no later than the filing of a notice of intent, consult with the Board's Office of Environmental Analysis for the proper format of the environmental report.	23
1180.6(b)(3)	Change in control (exhibit 8). If an applicant carrier submits an annual report Form R-1, indicate any change in ownership or control of that applicant carrier not indicated in its most recent Form R-1, and provide a list of the principal six officers of that applicant carrier and of any related applicant, and also of their majority-owned rail carrier subsidiaries. If any applicant carrier does not submit an annual report Form R-1, list all officers of that applicant carrier, and identify the person(s) or entity/entities in control of that applicant carrier and all owners of 10% or more of the equity of that applicant carrier.	24
1180.6(b)(5)	Issues (exhibit 10). Submit a discussion of any other issues relevant to the transaction.	25
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.	25
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.	26
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). 26

Competitive & Market Information 27

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. … 27

IV. Operational Information 27

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

CONCLUSION 28

EXHIBITS

Exhibit 1: **Maps**

Exhibit 1A: Map of the St. Louis-Kansas City Corridor

Exhibit 1B: Map of the Sedalia Subdivision

Exhibit 1C: Map of the River Subdivision

Exhibit 1D: Map of Jefferson City Subdivision

Exhibit 1E: Map of KC Metro Subdivision and Neff Yard

Exhibit 2: **Proposed Agreements**

Exhibit 2A: Joint Venture and Operation Term Sheet

Exhibit 2B: Stock Purchase Agreement

Exhibit 2C: Lease and Operating Term Sheet

Exhibit 4: **Environmental Data**

Exhibit 12: **Market Analyses**

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

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

Exhibit 13: **Operating Plan**

Exhibit 14: **Density Charts**

APPENDICES

Appendix A: **Opinion of Counsel**

BEFORE THE

SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873

CSX TRANSPORTATION, INC.
—PARTIAL ACQUISITION, LEASE, AND OPERATION—
UNION PACIFIC RAILROAD COMPANY BETWEEN EAST ST. LOUIS, IL AND KANSAS CITY, MO

RESPONSIVE APPLICATION OF CSX TRANSPORTATION, INC.

Pursuant to 49 U.S.C. § 11324(c) and 49 C.F.R. pt. 1180, CSX Transportation, Inc. ("CSXT" or "Applicant") submits this responsive application ("Responsive Application") to provide the Surface Transportation Board ("Board") with the requisite basis to order a merger condition in the unlikely event it finds the proposed merger of Union Pacific Corporation and Union Pacific Railroad Company (collectively, "UP") with Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, "NS") in Finance Docket No. 36873 to be in the public interest. This condition would grant CSXT a 50 percent ownership interest in UP's lines between Kansas City and East St. Louis (collectively, the "Kansas City Line"), full lease of Neff Terminal in Kansas City with an option to purchase, up to 100 percent lease of Neff Yard in Kansas City with an option to purchase, and divestiture of NS's 8.33 percent interest in Kansas City Terminal Railway Company ("KCT").[1]

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

UP has already acknowledged that its overlap with NS on the Kansas City–East St. Louis ("KC-ESL") corridor would require a remedy, and for good reason. The proposed merger would place the corridor's only two efficient routes under one owner, eliminating the independent rivalry that exists between UP and NS today. Post-merger, two routes would remain, but the competition between them would not, leaving shippers exposed to higher rates and poorer service.

UP's own explanation for its agreement with Canadian National Railway Company ("CN") confirms that the corridor overlap presents a competitive problem requiring a remedy.[2] As UP's CEO Jim Vena explained during an earnings call in response to questions regarding the purpose of its agreement with CN, UP and NS have "significant overlap" on the KC-ESL corridor and that it would be prudent "not to be too concentrated" in this area.[3] And at a subsequent investors conference Vena further justified the CN agreement by highlighting that the combination of UP and NS's parallel lines between Kansas City and East St. Louis was a concentration problem requiring action: "We needed to do something with that. You cannot have that."[4] UP's acknowledgment of the harm makes it clear that, should the Board approve the UP/NS transaction, a condition would be necessary to address the harm.

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[2] On July 22, 2026, CN and UP entered into a Memorandum of Understanding ("MOU") whereby UP agreed to grant CN "overhead and local haulage rights and overhead trackage rights" on UP's Kansas City line and to acquire NS's interest in KCT—contingent on completion of the proposed UP/NS merger. *Applicants' Second Response to Decision No. 21* (UP-80/NS-78), *Union Pac. Corp.–Control–Norfolk S. Corp.* ("*UP/NS*"), FD 36873 (July 27, 2026), at Attachment 1.

[3] Ex. 29, Transcript, Union Pacific Corp. Q2 2026 Earnings Call (July 23, 2026) (S&P Global Market Intelligence) at 8 (statement of J. Vena).

[4] Transcript, *Union Pacific at Morgan Stanley Laguna Conference: Growth, Fuel, and Merger*, Investing.com (Sept. 16, 2026), https://www.investing.com/news/transcripts/union-pacific-at-

Beyond eliminating competition between the parallel lines, the merger would give UP/NS both the incentive and the ability to disadvantage interline service involving CSXT and steer that traffic onto its own network. Today, UP cooperates with CSXT to offer an alternative to NS's service connecting KC with the Eastern destinations. If UP acquires NS, the combined carrier would have an incentive to divert that traffic onto its own network and retain the eastern-haul revenue. Its control of the parallel direct corridor routes could enable it to impair the competing interline product, exposing shippers to higher rates and poorer service. Exhibit 12A, V.S. Kenney at 4-5; Exhibit 12B, V.S. Carey at 16-18.

An appropriate remedy must address both the loss of horizontal competition and this foreclosure risk. Giving CN access to UP's Kansas City Line would not preserve competition for eastern markets that CN does not reach. CSXT's substantial network overlap with NS makes CSXT better positioned to sustain that competition, including through independent connections with western carriers. Exhibit 12A, V.S. Kenney at 9; Exhibit 12B, V.S. Carey at 20.

CSXT accordingly seeks a 50 percent interest in the six specified UP corridor segments making up the Kansas City Line, a 100 percent lease of Neff Intermodal Terminal with an option to purchase, a lease of up to 100 percent of Neff Yard with an option to purchase, and acquisition of NS's 8.33 percent interest in KCT. This integrated package would provide an independent platform for corridor and interline competition. These conditions would, however, mitigate only some of the transaction-related harms. These conditions would not restore the full competitive balance threatened by the merger, and CSXT urges the Board to deny the transaction outright. Exhibit 12A, V.S. Kenney at 3-4; Exhibit 12B, V.S. Carey at 18-23.

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morgan-stanley-laguna-conference-growth-fuel-and-merger-93CH-4904202 (statement of J. Vena during Q&A concerning the CN agreement).

Although no formal classification is required, CSXT's Responsive Application would warrant treatment as a minor transaction because it "clearly will not have any anticompetitive effects." *See* 49 C.F.R. § 1180.2(b). The Verified Statement of economist Julie M. Carey concludes that CSXT's acquisition of these rights would not lessen competition and would have no adverse competitive effects. Exhibit 12B, V.S. Carey at 23. Instead, the rights would "restore lost competitive options for shippers, reduce some of the risk of vertical foreclosure, preserve UP's continued access to the line, and produce tangible benefits for the shippers and communities that depend on robust rail competition between Kansas City and East St. Louis." *Id.* Nevertheless, to ensure a complete record and facilitate the Board's review, CSXT provides 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 No. 46 applies equally to CSXT. *See UP/NS,* Decision No. 46, FD 36873 (S.T.B. served Nov. 4, 2026), slip op. at 4. Should the Board determine that this information is necessary to evaluate CSXT's responsive application, CSXT will promptly provide it.

I. The Proposed Merger Would Eliminate Direct-Route Rivalry and Threaten Independent Interline Competition.

a. The KC-ESL Corridor Is a Vital Corridor in the National Rail Network.

The KC-ESL corridor is a critical connection between western rail networks and eastern markets. Kansas City originates or terminates approximately {{ }} in rail traffic, including approximately {{ }} involving eastern locations. At the corridor's other end, East St. Louis is the country's second-largest rail gateway, handling approximately {{ }} in traffic and providing interchange among all six Class I carriers. Approximately

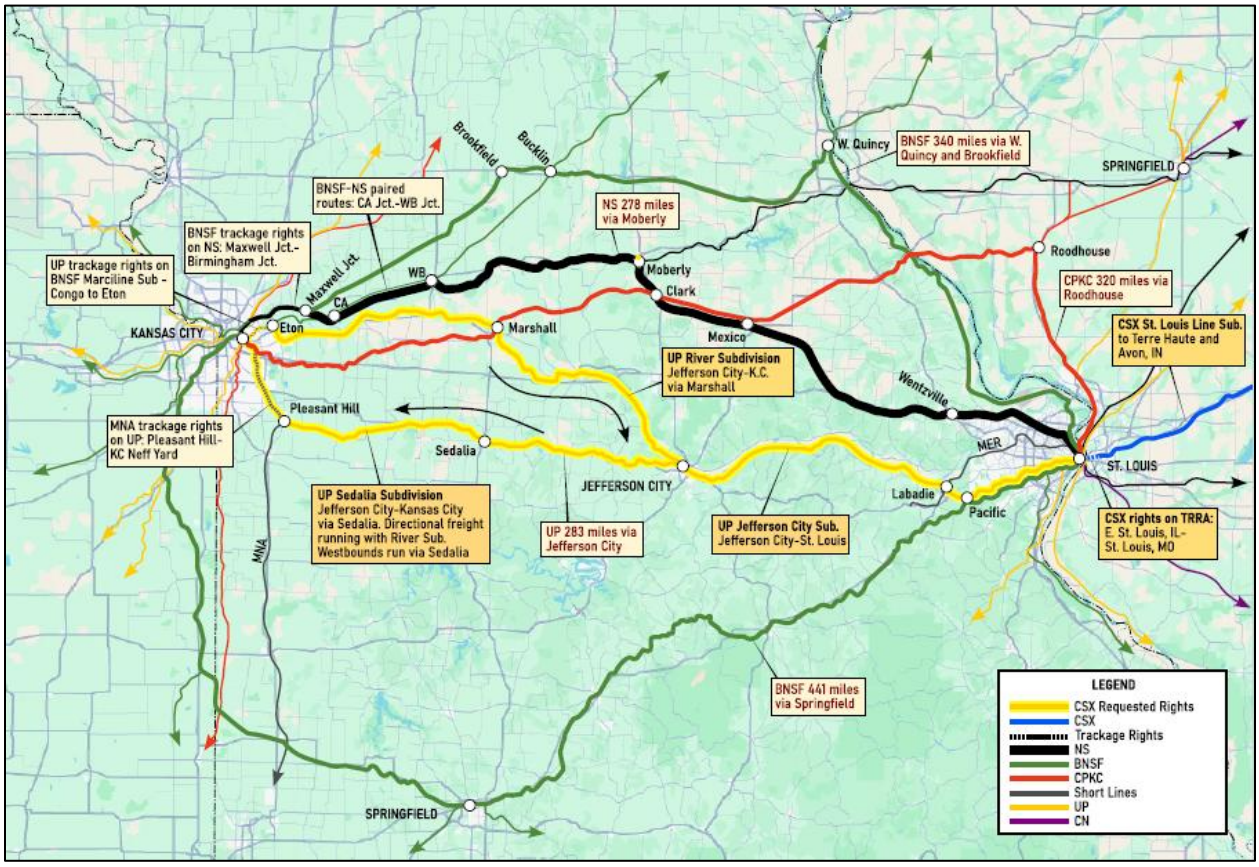
{{ }} of gateway through traffic also traverses the KC-ESL corridor. Separately, approximately {{ }} carloads of Kansas City local traffic, generating approximately {{ ion}} in revenue, traverse the corridor annually. These movements make the corridor important to both regional shippers and the national rail network. Exhibit 12B, V.S. Carey at 4-5.

Although BNSF Railway Company ("BNSF") and Canadian Pacific Kansas City Limited ("CPKC") also operate routes on the KC-ESL corridor, their routes are not competitively equivalent. UP and NS operate the only direct routes, at approximately 290 and 276 miles, respectively. Exhibit 12B, V.S. Carey at 4-8. CPKC's shortest route is approximately 319 miles and BNSF's approximately 333 miles, or 10 and 15 percent longer than UP's. *Id.* Sharp directional changes and lower operating speeds compound those mileage disadvantages, as UP itself recognized. *Id.*; *see also* Ex. 48, UP_1464394 at -398 ({{

"}}). CSXT's Senior Vice President and Chief Commercial Officer, Maryclare Kenney, also explains that, commercially, the BNSF and CPKC routes do not provide comparable alternatives to the UP and NS routes. Exhibit 12A, V.S. Kenney at 4.

Routing around the corridor likewise is not an equivalent solution. Economist Julie M. Carey finds, for example, that a BNSF routing through Chicago adds approximately 266 miles, or 48 percent, for Kansas City–Louisville movements. *See* Exhibit 12B, V.S. Carey at 4-5. The practical alternatives therefore depend on the shipper's origin, destination, and service requirements, not simply the number of railroads appearing on a regional map. The map below depicts the corridor routes and identifies the UP lines at issue in highlighted yellow and the parallel NS route is in black.

Figure 1: KC-ESL Corridor



b. The Proposed Merger Would Reduce Shippers' Options Between KC-ESL.

If the Board approved the merger without a remedy, one railroad would control both direct KC-ESL routes. Shippers would lose the independent UP-versus-NS rivalry that exists today, even though both physical routes remained in place. Local customers moving east from Kansas City or west from St. Louis would no longer have competing rate and service offers from independently controlled direct-route carriers. The remaining BNSF and CPKC routes would still be longer and slower. For traffic requiring efficient direct-corridor service, their continued presence would not replace the competitive discipline lost through common ownership. Exhibit 12A, V.S. Kenney at 4-5; Exhibit 12B, V.S. Carey at 5-8, 11-16.

The loss of competition would affect substantial traffic and multiple commodity groups. Ms. Carey's corrected analysis of Dr. Bailey's within-corridor analysis identifies approximately {{ }} in affected traffic revenue in 2-to-1 corridors and more than {{ }} in corrected 3-to-2 corridors involving the KC-ESL overlap. Exhibit 12B, V.S. Carey at 12. Her separate geographic-competition analysis identifies approximately {{ }} in traffic revenue and {{ }} carloads affected by 50/10 screen failures in the Kansas City and East St. Louis BEAs, including movements involving metals, clay, chemicals, motor vehicles, and intermodal traffic. *See* Exhibit 12B, V.S. Carey at 8-16, Figures 3-4.

The resulting competitive landscape would leave affected shippers with a single owner of the efficient direct-route options and no comparably effective alternative to replace the eliminated rival. Exhibit 12B, V.S. Carey at 5-8, 11-16. Preserving the same tracks under common control would not preserve the independent commercial decisions that make those tracks competitive today. As Ms. Kenney explains, losing that discipline would expose corridor shippers to higher rates or poorer service. Exhibit 12A, V.S. Kenney at 5.

c. The Proposed Merger Would Enable UP/NS to Foreclose Competing Interline Service.

The transaction also would create a distinct risk of vertical foreclosure. Today, UP cooperates with CSXT to provide interline service that competes with NS's single-line service between Kansas City and eastern destinations. UP and CSXT interchange more than {{ }} corridor carloads through East St. Louis. Exhibit 12B, V.S. Carey at 17. If the merger were approved without a corridor remedy, UP/NS would control both direct KC-ESL routes and would have an incentive to divert that interline traffic onto its own network. Exhibit 12B, V.S. Carey at 16-18. Rather than share the movement with CSXT, the combined carrier could retain the revenue from both the corridor and eastern portions of the haul. Exhibit 12B,

V.S. Carey at 17. That incentive would be particularly strong for movements involving eastern locations served by both CSXT and NS, where UP/NS could use its control of the essential corridor segment to disadvantage the competing UP–CSXT offering. Exhibit 12A, V.S. Kenney at 4-5; Exhibit 12B, V.S. Carey at 16-18.

Foreclosure would not require an outright refusal to interchange. UP/NS could make competing interline service less attractive through higher charges, inferior connections, or degraded service on the portion of the movement it controls. Exhibit 12A, V.S. Kenney at 4-5; Exhibit 12B, V.S. Carey at 5-8, 16-18. The combined carrier likewise would have an incentive to favor its legacy UP western network over independent western carriers connecting with legacy NS, because retaining both portions of a movement would generate more revenue than providing only the eastern haul. Exhibit 12A, V.S. Kenney at 4-5; Exhibit 12B, V.S. Carey at 16-18. The longer and slower alternatives would limit the ability of affected shippers and connecting carriers to avoid that discrimination by changing routes. Exhibit 12A, V.S. Kenney at 6-7; Exhibit 12B, V.S. Carey at 5-7. The resulting harm would extend beyond the diversion of traffic from competing railroads: shippers could lose commercially effective interline choices and the rate and service discipline those choices provide, leaving UP/NS with greater scope to raise prices or reduce service quality. Exhibit 12A, V.S. Kenney at 4-5; Exhibit 12B, V.S. Carey at 16-18.

II. The Conditions Package Would Support an Independent Competitive Alternative and Mitigate Some of the Foreclosure Risk.

The Board's conditioning authority includes remedy of parallel tracks, trackage rights, and access to other facilities. 49 U.S.C. § 11324(c); 49 C.F.R. § 1180.1(d). The governing inquiry includes operational feasibility and net public benefits, without unreasonable operating or financial problems for the combined carrier. The Board's policy also calls for preserving and enhancing competition, not compensating a rival simply because a merger would produce a more

efficient competitor. *Id.* CSXT's request would help address the distinct loss of independent competition identified above.

The requested 50 percent interest in UP's Kansas City Line would give CSXT a durable basis for operating between Kansas City and its eastern network while leaving UP with a continuing ownership stake. Exhibit 12A, V.S. Kenney at 6; Exhibit 12B, V.S. Carey at 18. CSXT also seeks a 100 percent lease, with an option to purchase, of Neff Intermodal Terminal and up to a 100 percent lease of Neff Yard, with an option to purchase. Exhibit 12B, V.S. Carey at 3. CSXT also seeks to acquire NS's 8.33 percent interest in KCT. Together, these assets would enable CSXT to offer effective service to shippers and support interchange across the Kansas City rail complex. Exhibit 12A, V.S. Kenney at 5-6; Exhibit 12B, V.S. Carey at 18-23.

CSXT does not currently propose to take over local switching along the joint line. Ms. Kenney instead describes reaching Kansas City and Missouri local markets through KCT and other shortline partners, including Missouri & Northern Arkansas Railroad Company ("MNA"), and pursuing Class I interchange opportunities. Exhibit 12A, V.S. Kenney at 8-9. The requested ownership interests would support those service relationships without requiring the displacement of UP's existing corridor operations.

CSXT has identified commercial opportunities for this service. Under Ms. Kenney's direction, CSXT's commercial team evaluated customer freight files, transportation requirements, and other commercial information to estimate the traffic it could reasonably attract. That analysis projects approximately 56,767 annual intermodal units and 57,670 annual manifest carloads by year three, which includes 24,769 units diverted from truck. Exhibit 12A, V.S. Kenney at 7. CSXT would seek to provide intermodal service five days a week, including lanes connecting Kansas City with Atlanta, Detroit, and eastern Pennsylvania. Exhibit 12A, V.S.

Kenney at 7. These services would compete for freight now moving by rail and highway, giving shippers additional choices for reaching eastern markets. *See* Exhibit 12A, V.S. Kenney at 5-6.

For manifest traffic, CSXT would pursue a new Kansas City interchange arrangement with BNSF to offer more direct routings for existing and prospective interline customers.[5] CSXT would operate a manifest train pair operating between Neff Yard in Kansas City and CSXT's Rose Lake Yard in East St. Louis, IL seven days per week. Ex. 13, Op. Plan at 21. Those services could avoid indirect movements through Galesburg, IL and the Chicago, IL or Smithboro, IL interchanges, providing routings more comparable to the existing NS and UP–CSXT alternatives. Exhibit 13, Op. Plan at 4, 21-27. Much of the anticipated interchange traffic would move in autorack equipment, reflecting the corridor's importance to automotive transportation. Exhibit 13, Op. Plan at 21-27. CSXT also would seek to reach Kansas City and Missouri local markets through KCT and other shortline partners, including MNA, rather than undertake local switching directly along the joint line. Exhibit 12A, V.S. Kenney at 8-9. These relationships, together with potential partnerships with other Class I carriers, would provide a foundation for additional intermodal and carload growth beyond the initial forecast period. Exhibit 12A, V.S. Kenney at 8-9.

[5] To implement this service plan, CSXT would negotiate with non-applicant BNSF to obtain trackage rights over BNSF's Marceline Subdivision between Eton Junction and Congo, connecting the requested River Subdivision segments Rock Creek Junction. If this condition is granted, and in the unlikely event that BNSF and CSXT are unable to reach a commercial agreement, CSXT would then seek terminal trackage rights under 49 U.S.C. § 11102(a). CSXT also would, to the extent NS's ownership share of KCT would not be sufficient to confer operating rights, negotiate for operating rights with non-applicant KCT and apply to the Board for approval of those rights. These connecting arrangements would complement the requested corridor and Neff interests, enabling CSXT to develop commercially workable service and interchange options.

CSXT does not presently seek dispatching control over the KC-ESL line, recognizing that UP will continue to operate substantially more trains over the line than CSXT in the near future. CSXT is nevertheless concerned that UP could use its control over dispatching to constrain CSXT's ability to grow its service. Accordingly, any approval of the transaction should be subject to enforceable protections that go beyond standard non-discrimination provisions and provide CSXT with the right to assume dispatching control if service falls below defined, objective performance standards, subject to specified notice and cure procedures. Such protections would permit UP to retain dispatching responsibility under current circumstances while providing a meaningful remedy if its dispatching impairs CSXT's service.[6]

These opportunities explain how the conditions would benefit shippers. CSXT could connect Kansas City with its eastern network and develop independent western interchanges, reducing reliance on UP/NS for the KC-ESL corridor leg. Commercially successful service would depend on final access terms and winning customer business. The proposed remedy would address some of the merger-related harm. It would also produce more public benefits by providing shippers with another competitive alternative and providing more efficient routing for some interline manifest traffic. Exhibit 12B, V.S. Carey at 18-23.

The identified interests would support efficient interline routings and an additional competitive option, mitigating some merger-related harm without displacing UP's retained corridor service. They would not cure the transaction's broader structural effects. If the Board

[6] For clarity, CSXT would not be opposed to a 50/50 joint divestiture between CSXT and a non-merging carrier (including CN), with UP divested fully of ownership but retaining trackage rights over the jointly owned line, subject to the negotiation and execution of definitive agreements containing appropriate maintenance protections and service/dispatching standards. Under that scenario, UP would no longer be the primary user or be responsible for dispatching the line, and CSXT would obtain the protections necessary to protect its ability to use and expand the line via bilateral agreement with the other 50 percent owner.

nevertheless were to approve the merger over CSXT's objections, it should require this integrated package as a condition of that approval. Exhibit 12A, V.S. Kenney at 3-4, 5-10; Exhibit 12B, V.S. Carey at 18-23.

III. CSXT Is Best Positioned to Help Restore Competition.

The choice of remedy recipient should turn on the competition that recipient could also preserve, not simply its ability to reach Kansas City. The proposed transaction would threaten both independent direct-route competition on the KC-ESL corridor and the interline services connecting that corridor with eastern markets. Although granting CN corridor access could preserve some competition, it would not address those harms to the same degree as granting access to CSXT.[7] CSXT has the greatest ability to connect the corridor with the origins and destinations for which shippers would lose effective alternatives. Exhibit 12A, V.S. Kenney at 9; Exhibit 12B, V.S. Carey at 20.

CSXT's substantial network overlap with NS makes it better positioned to supply those alternatives. CN's network runs primarily north-south along the Mississippi River, and CN does not compete against NS for destinations throughout the eastern United States the way CSXT does. *See* Ex. 2, C. Elkins Dep. Tr. 183:8-185:6 ({{

}}). Today, UP–CSXT interline service provides a principal competitive alternative to NS's service between Kansas City and eastern destinations. CSXT

[7] As discussed in footnote 6, *supra*, since CSXT is not seeking full divestiture here, CSXT would not be opposed to a 50/50 joint divestiture involving CSXT and CN (or another non-merging party), with UP divested fully of ownership but retaining trackage rights over the jointly owned line, subject to the negotiation and execution of definitive agreements containing appropriate maintenance protections and service/dispatching standards. CSXT only points out here that in an either/or scenario, a grant of these rights solely to CN does not address the transaction's competitive harms.

could use independent corridor access to compete for those movements without relying on UP/NS to provide the corridor haul. It also could pursue Kansas City interchanges with independent western carriers, connecting their networks with eastern markets through a service offering independent of UP/NS. CN lacks comparable eastern network coverage. *Id.* at 184:20-185:2 ({{ }}). CN's access to Kansas City access therefore would not replace the threatened competition for traffic involving eastern locations it cannot serve. Exhibit 12A, V.S. Kenney at 4-7, 9-10.

CSXT is also better positioned to compete against the combined UP/NS because of its access to efficient and important corridors for traffic originating from Kansas City. For example, the Kansas City–Greensboro corridor is the {{ }} traverses the KC-ESL corridor. Exhibit 12B, V.S. Carey at 21. CN does not reach Greensboro, while CSXT already serves it. Exhibit 12B, V.S. Carey at 21. Transferring corridor interests to CN would not supply the missing eastern connection for those shippers. Exhibit 12B, V.S. Carey at 21. The same geographic limitation constrains CN's ability to preserve competition for other affected through movements. Exhibit 12B, V.S. Carey at 21. While NS and CN both access Detroit, Ex. 2, C. Elkins Dep. Tr. 184:1-5, so does CSXT, which UP has observed {{ }}. Ex. 46, UP_1133244 at -246. UP and NS together handle {{ }} of corridor passthrough traffic by both carloads and revenue, underscoring the importance of evaluating the recipient's reach beyond the corridor itself. Exhibit 12B, V.S. Carey at 6.

The Board therefore should assess whether the recipient of these conditions could sustain commercially effective alternatives for affected shippers. CSXT's network would make the

requested access more effective in preserving eastern competition and reducing foreclosure risk. That comparative advantage does not mean CSXT's conditions could cure the merger's broader harms. It means CN's narrower geographic fit would leave more of the threatened competition unprotected. Exhibit 12A, V.S. Kenney at 3-4, 5-6, 9; Exhibit 12B, V.S. Carey at 19-23.

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. 51) is the acquisition by CSXT of a 50 percent ownership interest in the Kansas City Line, as conditions of any approval of the UP/NS transaction. The Kansas City Line comprises the following six UP segments:

- UP Jefferson City Subdivision between the TRRA connection at CP-Poplar South and the eastern terminus of the UP Jefferson City Subdivision at MP 0.0 in the east, and River Junction at UP MP 128.0 near Jefferson City, Missouri;
- UP Sedalia Subdivision between MP 128.0 at River Junction and MP 276.89 at Rock Creek Junction;
- UP River Subdivision between MP 128.0 at River Junction and UP MP 275.69/BNSF MP 436.50 at Eton Junction;
- UP River Subdivision between BNSF MP 444.4 at Congo and MP 445/MP 276.89 at Rock Creek Junction;
- UP KC Metro (Neff) Subdivision between MP 276.89/A276.8 at Rock Creek Junction and A279.0 at Neff Yard; and
- UP KC Metro (Sheep Jump) Subdivision between MP 276.89 at Rock Creek Junction and MP 279.0 at Neff Yard.

In connection with the proposed remedy in FD Docket No. 36873 **(**Sub-No. 51), the Responsive Application also seeks:

- A lease of up to 100 percent of Neff Yard, including associated facilities and appurtenances, with an option to purchase, subject to UP's retained rights to use specified yard tracks to serve customers adjacent to or served from those tracks;
- A 100 percent lease of Neff Intermodal Terminal, including associated facilities and appurtenances such as support buildings and entry/exit gates, with an option to purchase; and
- Divestiture of NS's 8.33 percent ownership interest in KCT, together with the operating authority and implementing arrangements necessary for the contemplated Kansas City interchange access.

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 Gardiner, Crowell & Moring LLP, 600 5th St. N.W., Washington, DC 20001, (202) 624-2578.

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

If the Board were to approve the UP/NS transaction subject to these conditions, CSXT would seek to implement the corridor and KCT transactions and Neff leases as soon as practicable following the effective date of the conditioning decision and finalization of the implementing agreements, subject to consummation of the primary transaction and satisfaction of applicable regulatory requirements.

CSXT requests that the Board direct the parties to complete negotiations over purchase prices, lease terms, purchase-option provisions, and other implementing terms within 90 days after the effective date of any conditioning decision. Exhibit 2 to this Responsive Application includes proposed forms of the required agreements. If the parties have not reached agreement by that deadline, CSXT requests that the Board require the parties promptly to submit any remaining disputed terms to the Board for resolution.

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 the remedy is to partially mitigate two merger-related harms: the loss of competition between the two direct KC-ESL routes and the risk of foreclosure of independent interline service. As described above and in *CSXT's Comments on Conditions* (CSXT-47) in *UP/NS*, FD 36873 (Nov. 18, 2026), the proposed remedy would support additional service options by connecting Kansas City with CSXT's eastern network, greatly benefiting shippers. Exhibit 12A, V.S. Kenney at 5-9; Exhibit 12B, V.S. Carey at 18-23.

UP–CSXT joint service currently competes with NS's single-line service between Kansas City and eastern destinations. Common ownership of UP and NS would remove the independence that sustains that rivalry. The combined railroad would have an additional incentive to retain the eastern haul rather than partner with CSXT for interline service. Exhibit 12A, V.S. Kenney at 4-5; Exhibit 12B, V.S. Carey at 16-18.

The proposed remedy would give CSXT a direct corridor connection to its eastern network and the Kansas City facilities needed to use that connection. They would enable CSXT to provide a competitive option to shippers in this region and to pursue independent interchanges with western carriers rather than depend on UP/NS's willingness to sustain the existing East St. Louis joint service. Exhibit 12A, V.S. Kenney at 4-5. Customers would retain their existing rail options while gaining an additional competitive alternative; no customer would lose an existing rail option as a result of the requested conditions. Exhibit 12A, V.S. Kenney at 4-5. The proposed remedy therefore seeks to maintain competitive options within the KC-ESL corridor, expand interline competition, and improve rail service using existing rail and terminal infrastructure.

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

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

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

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

The positive effects of this proposed transaction on inter- and intramodal competition are described in Exhibit 12, which includes the Verified Statements of CSXT's Senior Vice President and Chief Commercial Officer, Maryclare Kenney, and Ms. Julie M. Carey, Senior Managing Director, NERA. Those statements describe how the requested remedy would preserve competition on the KC-ESL corridor and enhance competitive options for shippers. This includes positive impacts on competitive options for shippers.

As discussed above, CSXT's proposed conditions would not harm competition. These conditions would generate significant procompetitive and public interest benefits. They would introduce independent CSXT service on the direct corridor while leaving UP with a retained ownership interest and operating access. They would give shippers another competitive option and enable CSXT to pursue Kansas City interchanges with independent western carriers, addressing some of the loss in competition and foreclosure risk resulting from the combination of UP and NS. Exhibit 12A, V.S. Kenney at 5-7; Exhibit 12B, V.S. Carey at 18-23. The relief also

could strengthen intermodal competition by supporting rail service for freight currently moving by highway. Exhibit 12A, V.S. Kenney at 7-9.

The proposed conditions would add an independent competitive option without withdrawing UP's retained corridor access. The remedy would reduce shippers' reliance on UP/NS for competing interline movements and support new service opportunities. Exhibit 12A, V.S. Kenney at 5-9; Exhibit 12B, V.S. Carey at 18-23. The remedy would not lessen competition, create a monopoly, or restrain trade in freight surface transportation.

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 financial considerations for the proposed remedy will be negotiated by CSXT and UP/NS following any Board decision granting this Responsive Application. CSXT requests that the Board provide for a 90-day negotiating period, with resolution of any disputed issues submitted to the Board for determination. The economies to be effected in operations and the projected increase in traffic and revenues expected to result from the proposed remedy 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 transactions.

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 proposed remedy would improve the adequacy of transportation service to the public on the KC-ESL corridor. If the UP/NS merger were approved without the proposed conditions,

the merger would place both direct corridor routes under common ownership and threaten the UP–CSXT interline option that shippers use today through this corridor. Exhibit 12A, V.S. Kenney at 4-5; Exhibit 12B, V.S. Carey at 5-18.

As explained in Ms. Kenney's Verified Statement in Exhibit 12, the requested corridor interest and Neff leases would support an independent CSXT service offering. UP would retain a 50 percent corridor interest and operating access, as well as rights to use specified yard tracks to serve customers adjacent to or served from those tracks. CSXT could reach local markets through connecting carriers and pursue direct Kansas City interchanges with BNSF and CPKC, reducing some (but not all) of the foreclosure risk that the merger would create. Exhibit 12A, V.S. Kenney at 5-9; Exhibit 12B, V.S. Carey at 18-23.

The proposed Operating Plan (Exhibit 13) details the significant operational improvements and service enhancements that CSXT would undertake to ensure Kansas City shippers enjoy competitive, efficient rail service if the requested conditions were imposed and implemented. The capacity analysis demonstrates that CSXT's proposed operations can be accommodated under projected post-merger traffic conditions without materially impairing existing freight or passenger service. Exhibit 13, Op. Plan at 5-6.

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 conditions is not anticipated to have any adverse impact on the current employees of CSXT. As described in the Operating Plan (Exhibit 13), during the first three years of proposed operations, CSXT anticipates the following labor needs to support the Kansas City Line operations:

- Neff Yard Switch Crews: 4 Engineers and 4 Conductors would be hired to perform switch services at Neff Yard;
- Line of Road: Two crew bases would be established, one in Kansas City and one in St. Louis. With 24 crew starts per week (7 manifest and 5 intermodal) an employee pool of 14 will be needed on each end (Kansas City and St. Louis). St. Louis employees will be hired into the existing crew base there and the new Kansas City pool will include the 14 road crew employees and 8 previously mentioned yard crew employees. Both crew pools would operate to/from Jefferson City which would act as an away from home terminal, and
- Should CSXT and UP not be able to arrange for UP mechanical and engineering services in Kansas City, CSXT will hire 3 carmen and 5 engineering employees to handle maintenance.

No additional staffing is anticipated for the underlying lines in the train-and-engine, signals, or maintenance crafts.

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

Not applicable.

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

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

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

Exhibit 1 contains a series of maps that depict the six UP segments making up the Kansas City Line, Neff Yard and Neff Intermodal Terminal, KCT connections, and connections to relevant third-party rail lines.

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. 51) comprises CSXT's acquisition and operation of a 50 percent ownership interest in the six segments making up the Kansas City Line; a 100 percent lease, with an option to purchase, of Neff Intermodal Terminal and its associated facilities and appurtenances; a lease of up to 100 percent of Neff Yard and its associated facilities and appurtenances, with an option to purchase, subject to UP's retained rights to use specified yard tracks to serve customers adjacent to or served from those tracks; and divestiture to CSXT of NS's 8.33 percent interest in KCT and the operating authority and

implementing arrangements needed for the contemplated Kansas City interchange access.

Exhibit 2 identifies the terms and conditions of the proposed transactions.

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 agreements for the requested conditions, which includes the Joint Venture and Operation Term Sheet (Exhibit 2A), Stock Purchase Agreement (Exhibit 2B), and Lease and Operating Term Sheet (Exhibit 2C).

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 transactions do not include all property of CSXT, UP, or NS. The proposed transaction consists of the following property:

- A 50 percent ownership interest in the six UP line segments identified under § 1180.6(a)(1)(i), with the described acquisition and operating authority;

- A 100 percent lease of Neff Intermodal Terminal and a lease of up to 100 percent of Neff Yard, each including associated facilities and appurtenances and an option to purchase, with the yard lease subject to UP's retained rights to use specified yard tracks to serve customers adjacent to or served from those tracks; and
- NS's 8.33 percent (1/12th) ownership interest in KCT, with the operating authority and implementing arrangements described above.

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), CSXT seeks to acquire 50 percent ownership interest in UP's Kansas City Line, which consists of the following lines:

- UP Jefferson City Subdivision between the TRRA connection at CP-Poplar South and the eastern terminus of the UP Jefferson City Subdivision at MP 0.0 in the east, and River Junction at UP MP 128.0 near Jefferson City, Missouri (approximately 121 route miles);
- UP Sedalia Subdivision between MP 128.0 at River Junction and MP 276.89 at Rock Creek Junction (approximately 148 route miles);
- UP River Subdivision between MP 128.0 at River Junction and UP MP 275.69/BNSF MP 436.50 at Eton Junction;
- UP River Subdivision between BNSF MP 444.4 at Congo and MP 445/MP 276.89 at Rock Creek Junction (together with the preceding subdivision, approximately 147 miles);
- UP KC Metro (Neff) Subdivision between MP 276.89/A276.8 at Rock Creek Junction and A279.0 at Neff Yard; and
- UP KC Metro (Sheep Jump) Subdivision between MP 276.89 at Rock Creek Junction and MP 279.0 at Neff Yard (together with the KC Metro (Neff) Subdivision, approximately 2.1 route miles).

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. Attached as Exhibit 4 is a letter dated November 13, 2026, from CSXT to OEA providing the information requested by OEA.

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

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

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

Not applicable.

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

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

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

Not applicable.

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

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

determine that this information is necessary to evaluate this Responsive Application, CSXT will promptly provide this information.

Competitive & Market Information

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

For the reasons explained *supra* in this Responsive Application, while CSXT believes the proposed transactions should be classified as "minor," in the event the Board decides to classify the proposed transaction as a "significant" transaction, Exhibit 12 is provided. Exhibit 12 contains verified statements from Maryclare Kenney, Senior Vice President and Chief Commercial Officer, CSXT (Exhibit 12A) and Ms. Julie M. Carey, Senior Managing Director, NERA (Exhibit 12B). Ms. Kenney explains the commercial opportunities the conditions would support. Exhibit 12A, V.S. Kenney at 7-9. Ms. Carey concludes that "[b]y introducing CSXT as a new single-line competitor on the KC-ESL corridor, the conditions would help restore lost competitive options for shippers, reduce some of the risk of vertical foreclosure, preserve UP's continued access to the line, and produce tangible benefits for the shippers and communities that depend on robust rail competition between Kansas City and East St. Louis." Exhibit 12B, V.S. Carey at 23.

IV. Operational Information

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

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

CONCLUSION

For the reasons set forth above, if the Board approves the proposed UP/NS merger, it should grant this Responsive Application in its entirety and impose the transaction contemplated herein as a condition of any approval of the proposed UP-NS merger in 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 the St. Louis-Kansas City Corridor

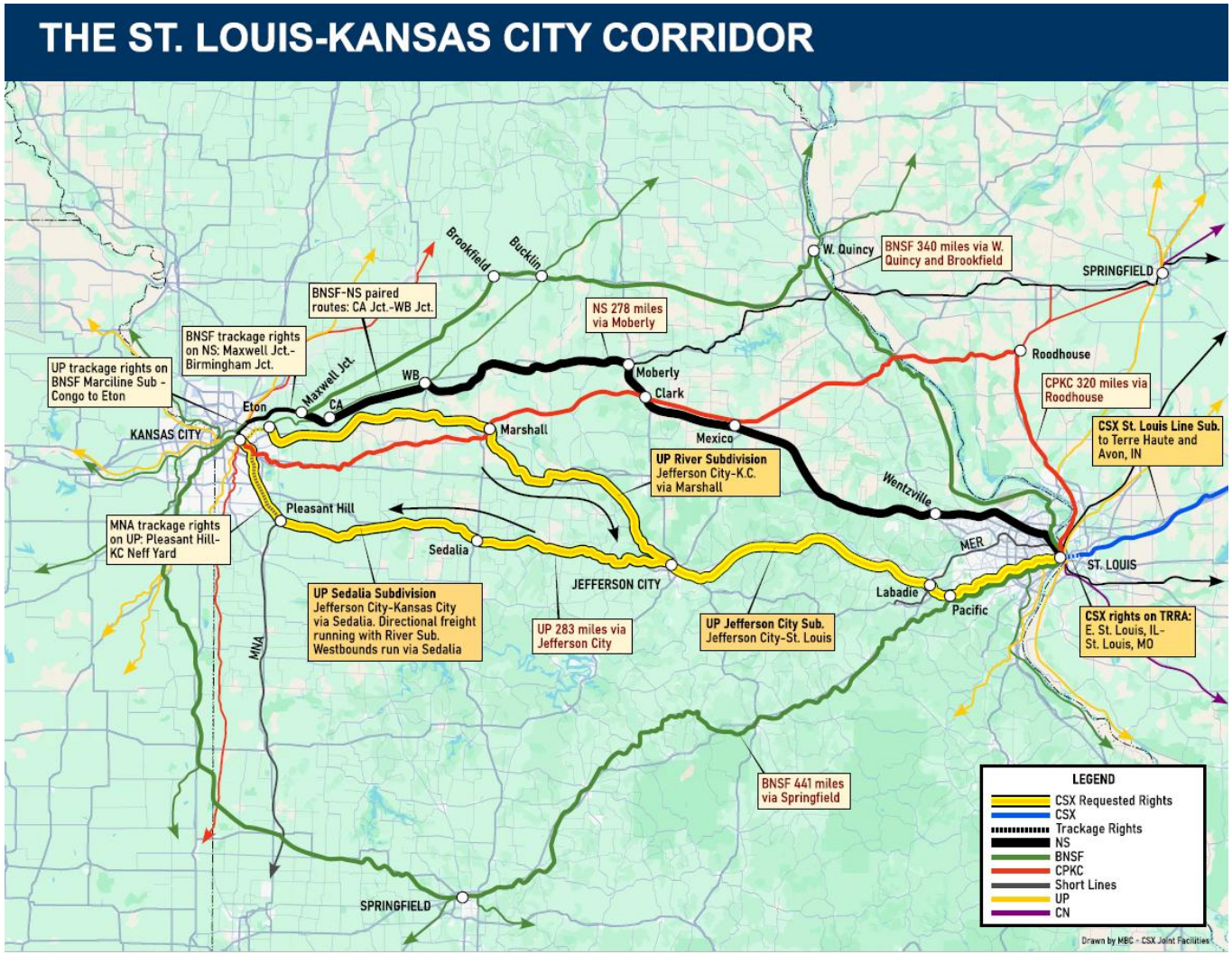

Exhibit 1B

Map of the Sedalia Subdivision

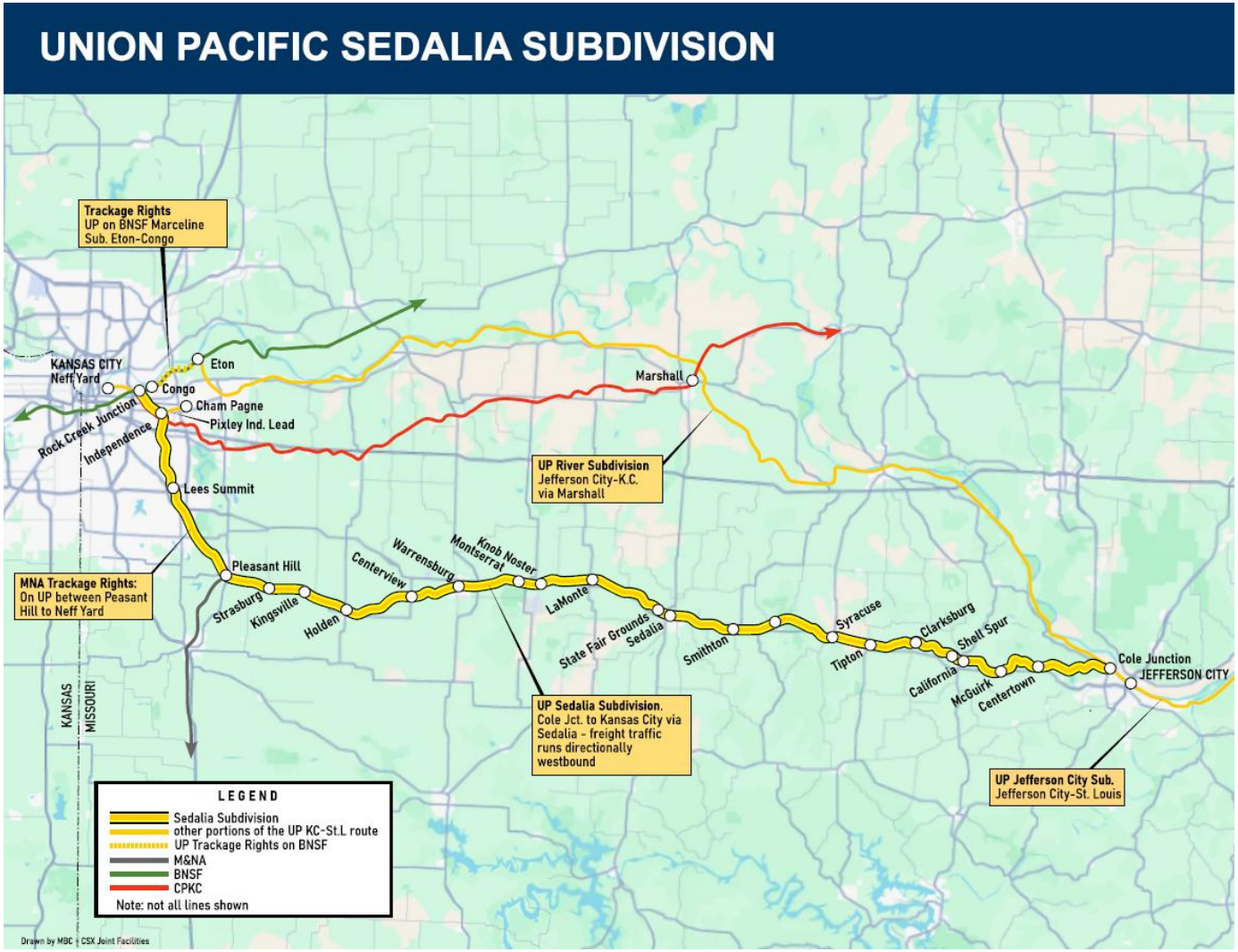

Exhibit 1C

Map of the River Subdivision

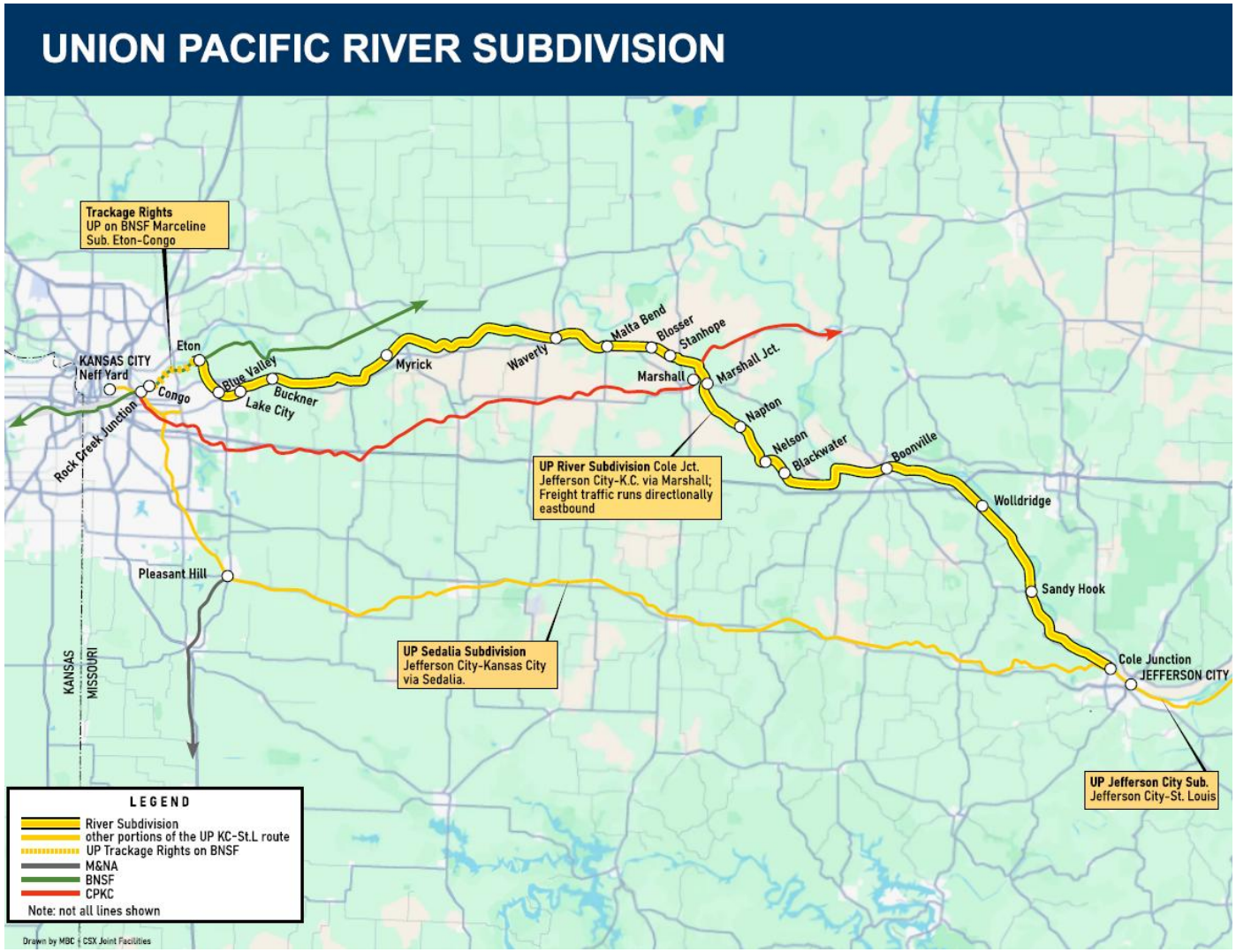

Exhibit 1D

Map of Jefferson City Subdivision

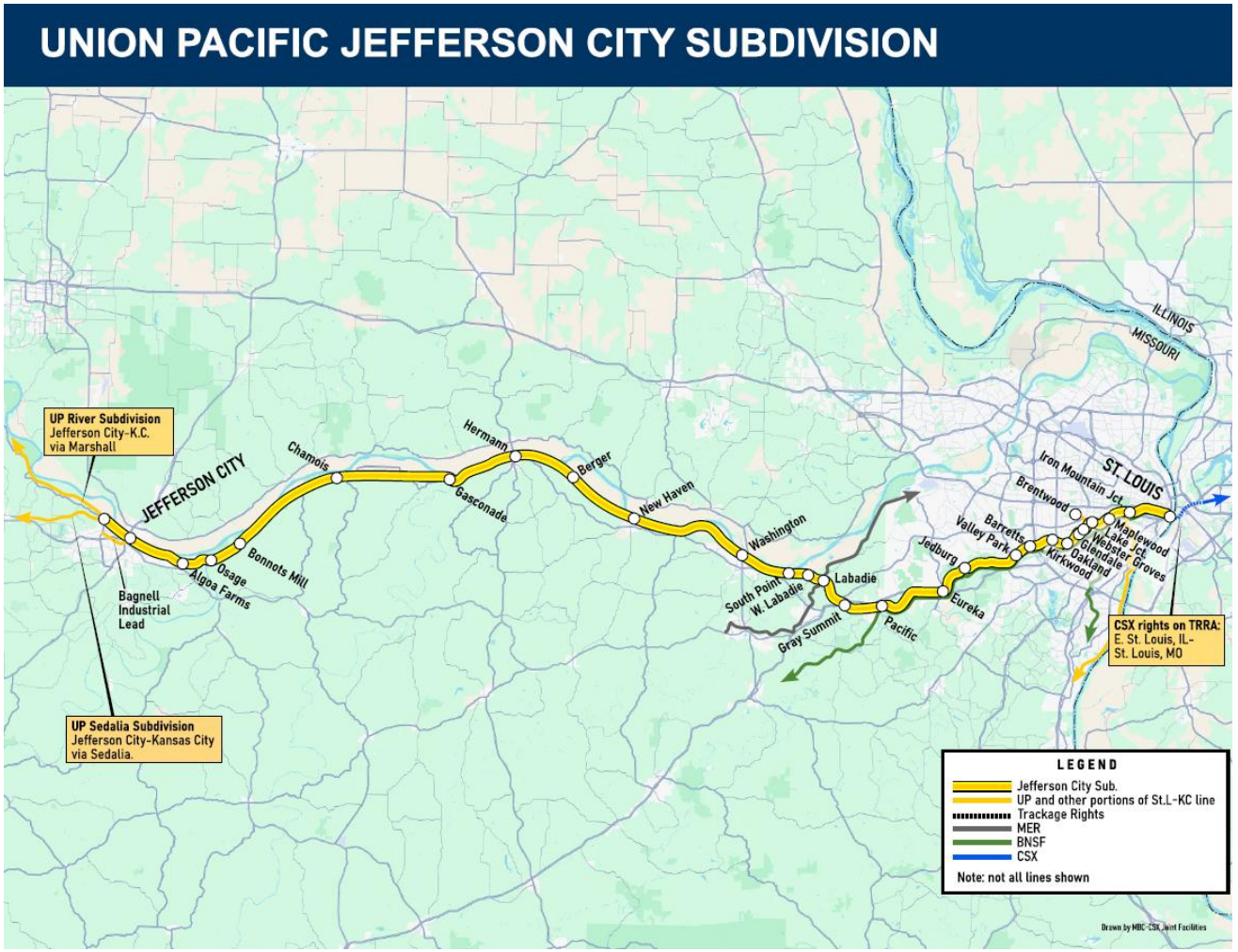

Exhibit 1E

Map of KC Metro Subdivision and Neff Yard

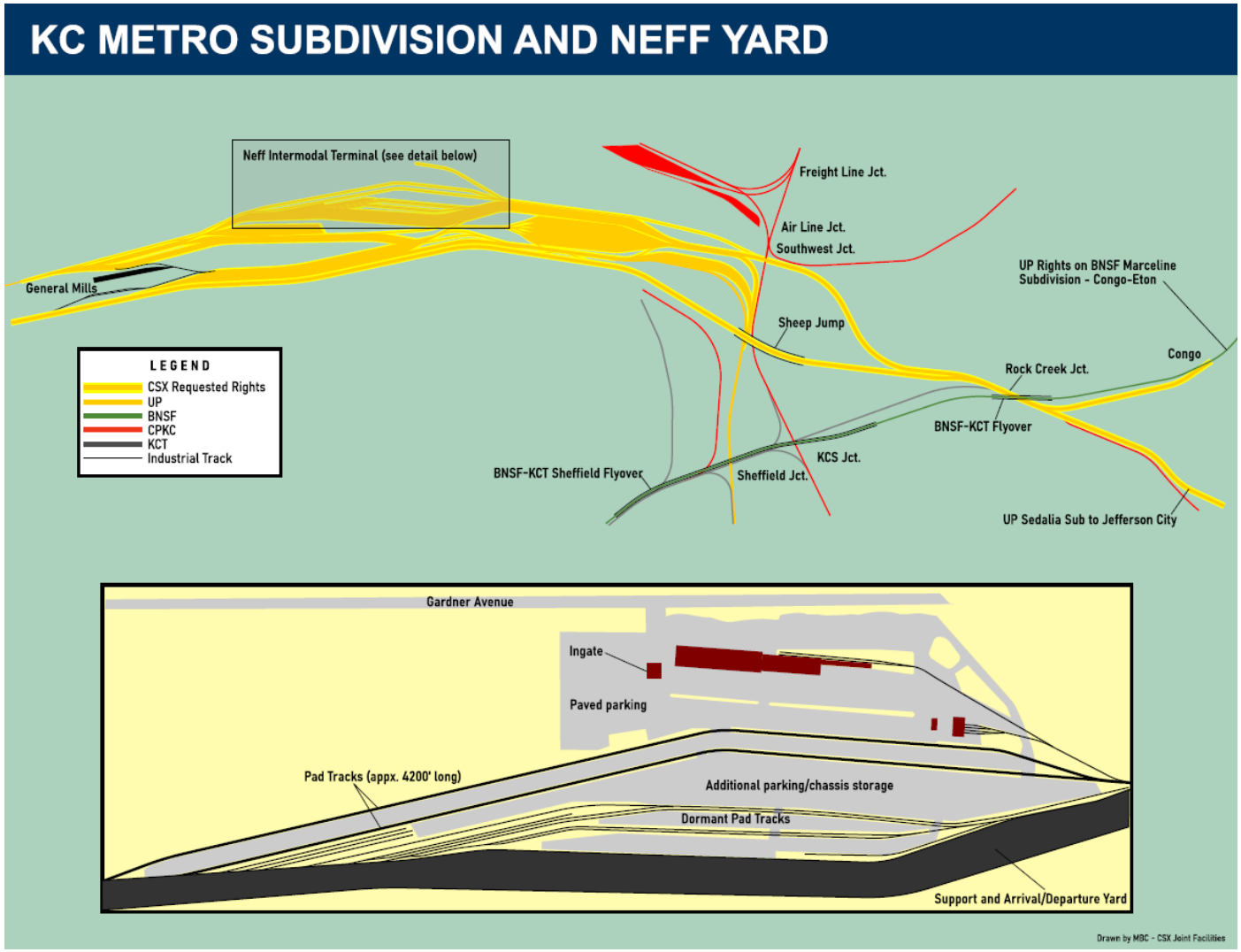

EXHIBIT 2

EXHIBIT 2A

TERM SHEET
JOINT VENTURE
OWNERSHIP AND OPERATION OF
KANSAS CITY LINE

This term sheet (the **"Term Sheet"**) summarizes a proposed transaction between UNION PACIFIC CORPORATION (**"UP"** or **"Contributor"**) and CSX TRANSPORTATION, INC. (**"CSXT"** or **"Investor"** and, together, the **"Parties"**) involving contributions of railroad assets and cash to a newly formed Delaware limited liability company (the **"Company"**) in exchange for equal ordinary membership interests (the **"Transaction"**). It is for discussion purposes only and is subject to satisfactory due diligence, required internal approvals and execution and delivery of definitive agreements. Only the sections entitled "Expenses," "Confidentiality," "Termination," "No Binding Agreement," "Governing Law," "Miscellaneous" and "Third-Party Beneficiaries" are binding, and Termination is binding only as to the duration and survival of those binding provisions. All other terms are nonbinding proposals. No Party is obligated to negotiate, fund or consummate the Transaction unless and until the applicable definitive agreements become binding. Failure to consummate the Transaction alone creates no liability, but does not excuse a breach of a binding provision of this Term Sheet. The terms set out under "Kansas City Line Joint Use Terms" below summarize the principal terms of the proposed Joint Use Agreement and are nonbinding.

Proposed Transaction:	UP will contribute or cause the contribution of the "Agreed Assets" to the Company and CSXT will contribute cash to the Company. "**Agreed Assets**" shall include, but not be limited to, real estate, rail, ballast, structures and appurtenances. At Closing, each will receive a 50% ordinary membership interest. This is an asset-contribution and primary equity-subscription structure, not a direct sale of an undivided half-interest in each Asset or a secondary sale of UP's existing equity.
Company; Business; Assets:	The to be formed Company will be organized in Delaware. The Business comprises the Kansas City Line described under "Joint Line" below, together with its right of way, track, signals, structures and appurtenances. Neff Yard, Neff Intermodal Terminal and NS's 8.33% interest in the Kansas City Terminal Railway Company ("**KCT**") will be addressed in separate lease and purchase documents and are not Company assets unless otherwise agreed. Contributed Assets, excluded assets, assumed contracts, permits and retained rights will be identified in the definitive schedules, corresponding to Annexes A and B of the Transaction Agreement. Retained rights may not unreasonably interfere with the Company's operations or the Joint Use Agreement.

Investment; Ownership:	CSXT will pay US$[Investor Closing Cash Purchase Price] to the Company in one lump sum in immediately available funds at Closing. UP will receive its 50% ordinary interest for the contributed Assets, subject to agreed liabilities. Neither Party will hold a preferred return, preferred capital interest or priority yield. The allocation of excess initial investment proceeds to UP described below does not change the Parties' equal ordinary ownership. There are no staged subscriptions or anniversary investments; capital-account values and tax bases will be separately agreed.
Assumed and Retained Liabilities:	The Company will assume only liabilities expressly listed in the definitive assumption schedule. Other UP liabilities, including pre-Closing liabilities not expressly assumed, remain with UP and are subject to the agreed indemnities. Contribution documents will convey the agreed interests free of liens other than permitted liens; required consents and appropriate real-property instruments will be delivered.
Use of Investment Proceeds:	All initial investment proceeds will first be applied or retained for the Company's operations, including working capital, maintenance and reasonable operating reserves, under an initial operating budget and funding allocation approved by both Parties before Closing. Any initial investment proceeds exceeding those agreed operating needs and reserves will be distributed to UP, at Closing to the extent determined and legally distributable then, and otherwise promptly after reconciliation and when lawful. There is no separate historical-capex reimbursement entitlement or preferred-return accrual. Amounts already paid or distributed to UP will be counted once, and no amount may be paid again under another label. This allocation applies only to initial investment proceeds, not future operating cash flow.

Definitive Agreements:	A Transaction Agreement; the Company's limited liability company agreement (the "**Company Agreement**"); a Joint Use Agreement governing operations and access; and the required deeds, bills of sale, assignments, assumptions and other closing instruments. The Company Agreement will implement governance, the agreed use and distribution of initial investment proceeds, equal future operating distributions, capital, transfer and exit rights, without preferred-return or member-financing provisions. The Joint Use Agreement will implement the Kansas City Line Joint Use Terms below and will specify the operating, capacity, dispatching, maintenance and cost-sharing arrangements; this Term Sheet grants no operating, access or capacity rights.
Signing and Deferred Closing:	The Transaction Agreement will bind the Parties upon execution and delivery. Closing will occur remotely on the third Business Day after satisfaction or permitted waiver of all closing conditions, other than conditions to be satisfied at Closing, subject to their satisfaction or waiver then, or another time agreed in writing. Asset contribution, cash funding, assumption and issuance occur at Closing; the Company Agreement becomes effective at Closing, not at signing of the Transaction Agreement.
Closing Conditions:	Execution of the Company Agreement, Joint Use Agreement and applicable closing documents; required STB and other governmental approvals and applicable waiting-period clearance; material third-party consents preserving the contributed rights; no legal prohibition or qualifying pending action; agreed representations-and-warranties bring-downs, covenant performance and officer certificates; and no applicable material adverse effect. Approvals may not impose conditions unacceptable to a Party in its reasonable judgment under the definitive terms. CSXT must have sufficient funds; no financing contingency is proposed.

Pre-Closing Covenants; Longstop:	The Transaction Agreement will require ordinary-course operation and preservation of the Business, access for diligence, environmental review, cooperation on consents and regulatory approvals, agreed restrictions on alternative proposals and material asset transactions, and coordinated announcements. Proposed termination rights include mutual consent, final prohibition, qualifying uncured breach or material adverse effect, and an initial 180-day outside date with three-month regulatory extensions through the first signing anniversary. Applicable cure periods are 30 days. No exclusivity or standstill is binding under this Term Sheet.
Governance:	A four-person Management Committee: two representatives appointed by each Party, with a rotating chair and no casting vote. Ordinary action requires three of four votes; quorum includes both Parties. Both Parties' affirmative written approval is required for major decisions, including budgets, capital projects, debt, equity, distributions outside agreed entitlements, related-party dealings, asset disposals, operating-right changes, material contracts and amendments. Existing authorized obligations cannot be vetoed merely because one Party later dislikes their terms.
Operating Distributions:	After payment or reservation of operating expenses, working capital and reasonable reserves approved under the Company Agreement, future operating cash available for distribution will be distributed 50% to UP and 50% to CSXT, subject to applicable law. The distribution to UP of excess initial investment proceeds is a separate, one-time allocation of the initial funding and does not give UP a preferential return on future operations. Neither Party will receive preferred principal, a priority yield, compounding or a preferred redemption right.
Capital; Information Rights:	No additional contribution, guarantee or dilution is required unless expressly agreed by the affected Party; new capital and ownership changes require both Parties' approval. The Company will maintain appropriate capital accounts and separate records of operating funds and the one-time distribution of excess initial investment proceeds to UP and provide both Parties financial, tax, budget and operating reports and reasonable inspection rights. Initial budgets, projects, contribution values and capital accounts must be completed before Closing; no historical dollar capital program is assumed.

Transfers; Business Option:	Membership transfers will be restricted, with defined affiliate and other permitted transfers, required joinders and regulatory consents, and no expansion of governance seats or operating rights. The definitive Transaction Agreement will preserve CSXT's fair-market-value Business Option upon specified transfers of Company assets to UP or its subsidiaries without CSXT's prior written consent. That option is distinct from the reciprocal deadlock exit and does not itself authorize a prohibited asset transfer.
Deadlock and Exit:	Material major-decision deadlocks will undergo senior-executive escalation and mediation. The proposed Company Agreement permits buy-sell initiation only after the agreed process, at least 90 days from deadlock notice and after the first Closing anniversary. Independent common-equity valuation supplies a floor; either Party may submit a funded sealed bid, with a 45-day bid window and 5% deposit. The higher qualifying bidder buys the other's interest at its own bid-derived price, with customary Company cash, debt and distribution adjustments that avoid double counting any initial proceeds already distributed to UP. A tie re-bid and protected third-party-sale fallback apply; no automatic forfeiture or below-market forced transfer is proposed.
Representations; Indemnities:	UP will give business, asset, title, contract, environmental, tax and other representations; CSXT will give organization, authority, funds and related representations. Reciprocal breach indemnities, UP retained-liability and pre-Closing environmental indemnities, claim procedures and mitigation/recovery offsets will apply. General representation survival is proposed at 36 months, with environmental, tax and real-property representations surviving until 60 days after the applicable limitations period. No dollar cap or deductible is assumed; any such limit and its exceptions require express agreement in the definitive documents.

KANSAS CITY LINE JOINT USE TERMS

The following terms describe the proposed Joint Use Agreement among the Company, UP and CSXT for the Kansas City Line.

Joint Use Framework:

The Joint Use Agreement will be an amended and restated form of the Agreement dated June 5, 1969 between Chicago & Eastern Illinois Railroad Company and Louisville and Nashville Railroad Company, to which UP and CSXT are successors, governing the jointly owned line between Dolton Jct. and Woodland Jct., Illinois (the **"Villa Grove Agreement"**). It will be adapted, *mutatis mutandis*, to the Kansas City Line and the terms below.

The Company, as owner of the Joint Line, will grant UP and CSXT equal rights of use and will appoint UP as operating company (the **"Operating Company"**). The Parties' operating rights and obligations will replicate those of equal joint owners under the Villa Grove Agreement. Villa Grove provisions that do not fit the Kansas City operations will be omitted, including those for the Joint Yard Center, Joint Chicago Terminal and Joint Chicago Transfers, jointly furnished switch engines, joint passenger trains, the joint pole line and advance payments on estimated bills.

Joint Line:

The jointly used line (the **"Joint Line"** or the **"Kansas City Line"**) will consist of the following UP segments, organized around three subdivisions:

(a) **Jefferson City Subdivision**, between the connection with the Terminal Railroad Association of St. Louis at CP-Poplar South and the eastern terminus of the subdivision at MP 0.0, and River Junction at MP 128.0 near Jefferson City, Missouri (approximately 121 route miles);

(b) **Sedalia Subdivision**, between River Junction at MP 128.0 and Rock Creek Junction at MP 276.89 (approximately 148 route miles); and

(c) **River Subdivision**, between River Junction at MP 128.0 and Eton Junction at UP MP 275.69/BNSF MP 436.50, and between Congo at BNSF MP [444.4/444.2] and Rock Creek Junction at MP 445/MP 276.89 (approximately 147 route miles);

together with the connecting KC Metro (Neff) Subdivision, between Rock Creek Junction at MP 276.89/A276.8 and Neff Yard at A279.0, and KC Metro (Sheep Jump) Subdivision, between Rock Creek Junction at MP 276.89 and Neff Yard at MP 279.0 (approximately 2.1 route miles). The Joint Line includes the associated right of way, track, signals, Positive Train Control

	and communications facilities, bridges, structures and appurtenances, as shown on maps to be attached as exhibits.[1] Excluded: Neff Yard and Neff Intermodal Terminal; and NS's interest in KCT. Existing rights of Amtrak (Jefferson City and Sedalia Subdivisions) and the Missouri & Northern Arkansas Railroad Company (Pleasant Hill to Neff Yard) will continue.
Zones; Use Measurement:	For cost allocation, the Joint Line will be divided into zones that reflect where each Party's traffic enters and leaves the line and where train counts change, following the Villa Grove zone concept. Initial zones: Zone 1, Jefferson City Subdivision; Zone 2, Sedalia Subdivision; Zone 3, River Subdivision; and Zone 4, the KC Metro connections. Because the Sedalia and River Subdivisions operate as a directional-running pair, Zones 2 and 3 may be combined.
Right of Use; Third Parties; Connections:	Each Party will have an equal right to use the Joint Line in the conduct of its own business, including the right to serve all existing and future customers on the Joint Line, operate its own road trains with its own crews and interchange with connecting carriers. Neither Party may grant use of the Joint Line to others without the other Party's written consent, except for (i) existing third-party rights, (ii) emergency detours on the terms of the Villa Grove Agreement and (iii) rights granted to a non-merging carrier under a condition imposed by the Surface Transportation Board (the **"Board"**) or a mutually agreed alternative structure. Neither Party may construct a connection to the Joint Line without the other Party's consent, which may not be unreasonably withheld, conditioned or delayed for a connection to serve new industry or to interchange with another carrier.

[1] NTD: Per the Responsive Application, dated November 18, 2026, CSXT intends to obtain the rights necessary for bi-directional running.

Operating Company; Management:	UP, as Operating Company, will manage, direct and control the operation, dispatching and maintenance of the Joint Line for the joint account and common benefit of both Parties. It will neither seek nor receive any preference or advantage, or suffer any disadvantage, because it is the Operating Company. Its employees will handle the business of both Parties without preference or discrimination. Rules, timetables and instructions for the Joint Line will be fair, reasonable and uniform, and the timetable will be a joint timetable. A joint management committee with equal representation from each Party (the **"Joint Committee"**) will review budgets, capital programs, service performance and operating changes. UP will retain day-to-day control, subject to the performance obligations below. Operating changes, temporary or permanent, that affect CSXT's operations will require consultation with CSXT and CSXT's approval where material.
Dispatching; Service Standards:	CSXT does not presently seek dispatching control over the Kansas City Line, recognizing that UP will continue to operate substantially more trains over the line than CSXT in the near future. UP will dispatch the Joint Line subject to enforceable protections that go beyond standard non-discrimination provisions: (a) passenger trains will receive preference; freight trains of the same class of both Parties will be moved with equal dispatch, and neither Party's trains will be preferred because of their ownership or identity; (b) each Party may fix the schedules of its trains, provided they do not unreasonably interfere with the other Party's trains, and the Parties will work together in good faith to accommodate CSXT's initial intermodal train pair (five days per week) and manifest train pair (seven days per week) between Neff Yard/Neff Intermodal Terminal and CSXT's Rose Lake Yard in East St. Louis, Illinois, and their reasonable growth; (c) defined, objective performance standards [transit time, on-time performance, delay minutes and trains held], with monthly reporting by the Operating Company; and (d) if service falls below those standards [on ● occasions within any rolling ●-day period] and the failure is not cured within [●] days after written notice, CSXT will have the right to assume dispatching control of the Kansas City Line, at the Operating Company’s cost, with reversion on terms to be agreed.

These protections permit UP to retain dispatching responsibility under current circumstances while providing a meaningful remedy if its dispatching impairs CSXT's service.

Local Service; Customer Access:

CSXT does not presently plan to operate local service directly on the Joint Line. UP will perform local switching and haulage for carload business that CSXT wins on the Joint Line through a joint local service, operated for each Party without preference or discrimination, on a shared cost basis and not subject to an additional switching fee. CSXT will retain the right to serve unit-train facilities, existing or future, with its own crews and trains, and road trains of either Party may set out and pick up cars on the Joint Line. Local traffic will be interchanged between the Parties at points and on terms that avoid backhaul.

Revenue will accrue to the Party entitled to it under the waybill. Either Party may build industry track from the Joint Line on the Villa Grove terms: the other Party may elect within 90 days to participate equally, and a Party that declines may later join by paying 50% of the initial investment. The Joint Committee will adopt a framework for marketing and industrial development on the Joint Line.

Maintenance; Facilities:

The Operating Company will maintain, repair and renew the Joint Line in a condition suitable for the combined business of both Parties and to a standard no lower than the better of the standards of the Parties' connecting main lines and no lower than the track class, authorized speeds and capacity in effect at Closing, as set out in an exhibit. Annual maintenance budgets will be submitted to the Joint Committee. Track material released from the Joint Line, whether scrapped or relayed, will be credited to the joint account at its market value as of the date of removal.

Each Party will have equal access to intermediate sidings, yards and crew-change facilities on the Joint Line, including at Jefferson City, Missouri, which CSXT plans to use as an away-from-home terminal and crew-change point.

Additions, Betterments and Retirements:	Additions, betterments and retirements will require the Joint Committee's advance approval, except projects with an estimated cost of [$●] or less. An expenditure that requires approval but is undertaken without it will be for the sole account of the Operating Company unless CSXT later approves it in writing. Routine capital maintenance work that extends the useful life of an asset will be treated as a cost shared on the use basis, to avoid disputes over what is a betterment. Customer build-outs, and any project that uses public funding, will require review and approval by both Parties before commitment. Either Party may propose improvements for inclusion in the annual program. Additions for one Party's exclusive benefit will be at that Party's sole cost; the other Party may elect to participate in such an addition, including a customer build-out, on the terms that apply to industry track under "Local Service; Customer Access" above.
Cost Allocation; Billing:	Ownership costs, including property taxes, insurance and infrastructure additions, will be borne equally by the Parties. Maintenance and operating expenses will be charged to zone joint accounts and apportioned by car-miles within each zone, counting each locomotive as one car, as in the Villa Grove Agreement. Costs incurred for one Party's exclusive account will be billed to that Party. The Chief Operating Officers or their designees may agree on fixed percentages or unit rates in place of actual cost. The Operating Company will bill monthly on actual costs; there will be no advance payments on estimates. Bills will be payable within [30] days. A Party may withhold an amount it disputes in good faith if it pays all undisputed amounts and gives written notice of the disputed charges and the basis for the dispute; no interest or penalty will accrue on amounts reasonably disputed. Bills and exceptions will be subject to a three-year audit lookback. Either Party may request a joint study of the allocation method, not more than once every two years.
Taxes:	Each Party will bear 50% of property taxes on the Joint Line. If UP continues to return the Joint Line for taxation within its unit value, CSXT's 50% share will be computed using CSXT's unit value in the relevant state rather than UP's, consistent with the resolution reached under the Villa Grove Agreement, unless the Parties otherwise mutually agree.

Liability; Insurance:	The Villa Grove liability provisions will apply in substance. Damages caused by a Party's sole employees or sole property will be borne by that Party; damages involving joint employees, joint property or other causes will be borne on the use basis for the operation involved, with each Party bearing losses to its own employees and property; other carriers using the Joint Line will be treated as third persons; and each Party will indemnify the other for damages it bears. The Villa Grove settlement threshold of $10,000 will be updated to [$●]. Neither the Villa Grove waiver of claims for interruption or delay nor the Operating Company's limited standard of care will excuse a breach of the dispatching, service or maintenance standards. Each Party may self-insure its obligations under the Joint Use Agreement.
Labor:	Each party shall bear any employee protection obligations to its own employees arising from the transactions contemplated by the Joint Line, including under any labor protective conditions imposed by the Board. The parties shall cooperate on required notices and implementing agreements and shall have no obligation to employ each other's employees or to assume each other's collective bargaining agreements except as they elect in their respective sole discretion or as required by law.
Disputes:	Disputes will be escalated to designated operating officers, then to the Parties' Chief Operating Officers, and then to binding arbitration before a neutral arbitrator experienced in railroad operations under the AAA rules in Wilmington, Delaware, consistent with the definitive agreements. Existing arrangements will continue pending resolution, without limiting CSXT's dispatching step-in right or either Party's right to seek urgent relief. The Villa Grove limits on arbitrating disputes over preference or prejudice will not apply.
Term; Operator Replacement:	The Joint Use Agreement will continue for so long as the Company owns the Joint Line. In addition to the dispatching step-in right, for serious or persistent default by the Operating Company, CSXT may seek replacement of the Operating Company through an agreed procedure, without affecting its ownership interest. Exit and disposition of interests will follow the Transfers, Business Option and Deadlock and Exit provisions above.

Successors and Assigns:	The Joint Use Agreement will bind and benefit the Parties' successors, including the combined UP/NS. A Party may assign its rights with the other Party's consent, which may not be unreasonably withheld, conditioned or delayed; no consent will be required for an assignment to an affiliate or to a successor to all or substantially all of the Party's interest in the Joint Line. If UP assigns or otherwise transfers its interest in the Joint Line or its role as Operating Company to any person, including a successor or assignee, other than the combined UP/NS resulting from the merger approved by the Board, dispatching control of the Joint Line will automatically pass to CSXT.
Regulatory Approval; Implementation:	The Joint Use Agreement and the rights described above are proposed as conditions of any Board approval of the UP/NS merger. The Parties will negotiate implementing terms within 90 days after the effective date of any conditioning decision, and any terms not agreed will be submitted to the Board for resolution. Implementation steps, including asset transfer, title and survey, dispatching, signal and Positive Train Control integration, and qualification of CSXT crews on the Operating Company's rules, will be completed within [●] months after Board approval.

GENERAL TERMS

Expenses:	Each Party will bear its own transaction costs, including adviser fees, unless it later expressly agrees otherwise in writing. Neither Party may incur an obligation on behalf of the other or the Company under this Term Sheet. Any allocation of transfer taxes, title, recording, regulatory or Company formation costs will be addressed in the definitive agreements. This section is binding.

Confidentiality:	Any existing written confidentiality agreement between the Parties covering the Transaction continues according to its terms. Independently, each Party will keep this Term Sheet, negotiations and nonpublic information received from the other confidential and use them solely to evaluate the Transaction, subject to disclosure to representatives bound to confidentiality who need to know and disclosure required by law after lawful, practicable prior notice. Public, lawfully previously known, independently developed and lawfully third-party-sourced information is excluded. These duties last two years after termination, and for trade secrets while protected by law, without shortening an existing longer duty.
Termination:	This Term Sheet terminates upon the earliest of execution and delivery of the definitive Transaction Agreement, mutual written agreement or either Party's written notice that it will not proceed. Its termination does not terminate a definitive agreement. Expenses, Confidentiality, No Binding Agreement, Governing Law, Miscellaneous and Third-Party Beneficiaries survive to the extent needed to give them effect, together with accrued claims for breach of binding provisions. Confidentiality survives for its stated duration. This section is binding solely as to the duration and survival of the binding provisions, and does not create an obligation to continue discussions.
No Binding Agreement:	Only Expenses, Confidentiality, this section, Governing Law, Miscellaneous, Third-Party Beneficiaries and Termination to its stated extent are intended to be legally binding. All commercial and transaction provisions are nonbinding, including investment amounts, use of proceeds, distributions, exclusivity, governance, capital and exit proposals. Either Party may end discussions without liability except for breach of an expressly binding obligation. No obligation to negotiate in good faith, invest or close is created by signing this Term Sheet. A binding Transaction obligation arises only on execution and delivery of definitive agreements by the required parties, subject to their terms.

Governing Law:	THE BINDING PROVISIONS OF THIS TERM SHEET ARE GOVERNED BY DELAWARE LAW, WITHOUT CONFLICTS RULES REQUIRING ANOTHER JURISDICTION'S LAW. Each Party submits to exclusive jurisdiction of competent state and federal courts in Wilmington, Delaware for disputes under those provisions and waives venue and inconvenient-forum objections. The definitive agreements are expected separately to provide Delaware law and AAA arbitration in Wilmington, subject to specified court and valuation procedures; no such arbitration commitment is made by this Term Sheet.
Miscellaneous:	This Term Sheet may be executed in counterparts and by PDF or other lawful electronic signature, together one instrument. Its binding provisions become effective upon execution and delivery by both Parties. Changes to a binding provision require a writing signed by both Parties; a waiver must be in writing by the entitled Party. This Term Sheet does not amend an existing confidentiality agreement or other signed agreement. Headings are for reference only. This section is binding.
Third-Party Beneficiaries:	This Term Sheet benefits only the Parties and their permitted successors and assigns, and creates no rights or remedies in the proposed Company, their affiliates, any carrier, creditor or other person. Neither Party may assign a binding obligation without the other's prior written consent. This section is binding.

[SIGNATURE PAGE FOLLOWS]

By signing below, each Party agrees only to the expressly binding provisions of this Term Sheet and acknowledges the nonbinding nature of all other provisions. This Term Sheet is not a commitment to consummate the Transaction.

UNION PACIFIC CORPORATION

By: _____
Name: _____
Title: _____
Date: _____

CSX TRANSPORTATION, INC.

By: _____
Name: _____
Title: _____
Date: _____

EXHIBIT 2B

STOCK PURCHASE AGREEMENT

This Stock Purchase Agreement (this "**Agreement**"), dated as of [DATE], is entered into by and among **NORFOLK SOUTHERN RAILWAY COMPANY**, a Virginia corporation ("**Seller**")[1], **UNION PACIFIC CORPORATION**, a Utah corporation ("**Parent**"), solely for purposes of Section 4.04 and Section 7.16, and **CSX TRANSPORTATION, INC.**, a Virginia corporation ("**Buyer**"). Seller, Parent and Buyer are each a "**Party**" and together the "**Parties**." As used in this Agreement, "**Affiliate**" means a person that directly or indirectly controls, is controlled by, or is under common control with the specified person, where "control" means the power to direct management or policies, by ownership, contract or otherwise; "**Business Day**" means a day other than Saturday, Sunday or a day on which commercial banks in New York, New York are authorized or required by law to close; and "**Disclosure Schedules**" means the disclosure schedules to this Agreement.

RECITALS

WHEREAS, Seller owns [NUMBER] shares of Common Stock, par value [one hundred dollars] per share, of [The] Kansas City Terminal Railway Company, a Missouri corporation (the "**Company**"), which represent 8.33% of the issued and outstanding capital stock of the Company; and

WHEREAS, Seller wishes to sell to Buyer, and Buyer wishes to purchase from Seller, all of such shares (the "**Shares**"), in implementation of the conditions imposed by the Surface Transportation Board in Docket No. FD 36873 (Sub-No. 51), subject to the terms and conditions set forth herein; and

WHEREAS, Parent controls Seller and will benefit from the transactions contemplated hereby; and

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

ARTICLE I
PURCHASE AND SALE

Section 1.01 Purchase and Sale. Subject to the terms and conditions set forth herein, at the Closing (as defined herein), Seller shall sell to Buyer, and Buyer shall purchase from Seller, all of Seller's right, title and interest in and to the Shares, free and clear of any mortgage, pledge, lien, charge, security interest, claim, option, right of first refusal or first offer, proxy, voting agreement or other encumbrance, other than restrictions on transfer under the Company's

[1]Note to Draft: The UP/NS Application identifies Norfolk Southern Railway Company as the holder of the 8.33% interest in KCT (App. Vol. 1 at 100, 114). Parent joins to cause performance and guarantee Seller's obligations, which addresses any intra-group transfer before Closing. Confirm Seller's state of incorporation, the record holder, share count and par value before signing.

organizational documents and the Stockholders' Agreements ("**Encumbrance**"), for the consideration specified in Section 1.02.

Section 1.02 Purchase Price. The aggregate purchase price for the Shares shall be $1.00[2] (the "**Purchase Price**"), being the fair market value of the Shares as agreed by Buyer and Seller.

Section 1.03 Closing. The closing of the transactions contemplated by this Agreement (the "**Closing**") shall take place remotely by electronic exchange of documents and signatures on the third Business Day after the conditions set forth in Section 4.03 have been satisfied or, to the extent permitted by applicable law, waived in writing by the Party entitled to their benefit, other than conditions that by their nature are to be satisfied at the Closing, but subject to the satisfaction or permitted waiver of those conditions at the Closing, or on such other date as Buyer and Seller may agree in writing. The date on which the Closing occurs is the "**Closing Date**." All deliveries under ARTICLE IV shall be deemed made concurrently, and none shall be effective until all have been made or waived in writing by the Party entitled to them.

Section 1.04 Transfer Taxes. Seller shall bear any transfer, documentary, stamp, recording or similar taxes and fees arising from the sale of the Shares.

Section 1.05 Withholding Taxes. Buyer may deduct and withhold from the Purchase Price any taxes required by applicable tax law to be withheld, and amounts so withheld and timely remitted to the appropriate taxing authority shall be treated as paid to Seller.

ARTICLE II
REPRESENTATIONS AND WARRANTIES OF SELLER

Seller represents and warrants to Buyer that the statements contained in this ARTICLE II are true and correct as of the date hereof. For purposes of this ARTICLE II, "Seller's knowledge," "knowledge of Seller" and any similar phrases shall mean the actual knowledge of the officers of Seller responsible for its interest in the Company, including its representative on the Company's board, after reasonable inquiry.

Section 2.01 Organization and Authority of Seller; Enforceability. Seller is a corporation duly organized, validly existing and in good standing under the laws of the Commonwealth of Virginia. Seller has full corporate power and authority to enter into this Agreement and the documents to be delivered hereunder, to carry out its obligations hereunder and to consummate the transactions contemplated hereby. The execution, delivery and performance by Seller of this Agreement and the documents to be delivered hereunder and the consummation of the transactions contemplated hereby have been duly authorized by all requisite corporate action on the part of Seller. This Agreement and the documents to be delivered hereunder have been duly executed and delivered by Seller, and (assuming due authorization, execution and delivery by Buyer) this Agreement and the documents to be delivered hereunder constitute legal, valid and binding obligations of Seller, enforceable against Seller in accordance with their respective terms.

[2] Note to Draft: See *Applicants' Second Submission in Response to Decision No. 21* (UP-80/NS-68), *UP/NS*, FD 36873 (July 27, 2026)

Section 2.02 No Conflicts; Consents. The execution, delivery and performance by Seller of this Agreement and the documents to be delivered hereunder, and the consummation of the transactions contemplated hereby, do not and will not: (a) violate or conflict with the organizational documents of Seller; (b) violate or conflict with any law or order applicable to Seller; (c) conflict with, or result in a default under, any material contract to which Seller is a party; (d) violate or constitute a default under the Company's certificate of incorporation or bylaws, or any stockholders' agreement, voting agreement or other agreement governing the ownership, voting or transfer of the Company's capital stock (collectively, the "**Stockholders' Agreements**"); or (e) result in the creation or imposition of any Encumbrance on the Shares. Except for the STB Approval (as defined in Section 4.03) and as set forth in Section 2.02 of the Disclosure Schedules (including any consent, waiver or notice required under the Company's organizational documents or any Stockholders' Agreement), no consent, approval, waiver or authorization of, or notice or filing with, any governmental authority, the Company or any other stockholder of the Company is required to be obtained or made by Seller in connection with this Agreement or the sale of the Shares to Buyer.

Section 2.03 Legal Proceedings. There is no claim, action, suit, proceeding or governmental investigation ("**Action**") pending or, to Seller's knowledge, threatened against or by Seller (a) relating to or affecting the Shares; or (b) that challenges or seeks to prevent, enjoin or otherwise delay the transactions contemplated by this Agreement, other than proceedings before the Surface Transportation Board (the "**Board**") in Docket No. FD 36873 and any judicial review thereof.

Section 2.04 No Competing Commitments. Neither Seller nor any of its Affiliates (including Parent) has granted, agreed to grant or is bound by any option, right of first refusal or first offer, or other right or commitment of any person to acquire the Shares or any interest in them, including under the Memorandum of Understanding dated July 22, 2026 to which Parent or one of its Affiliates and Canadian National Railway Company or one of its Affiliates are parties, or any agreement implementing it, that would survive or conflict with the sale of the Shares to Buyer.

Section 2.05 Ownership of Shares.

(a) Seller is the sole record and beneficial owner of the Shares, free and clear of all Encumbrances.

(b) The Shares have been duly authorized and validly issued, are fully paid and nonassessable and were not issued in violation of the organizational documents of the Company or any preemptive or similar rights of any person.

Section 2.06 Organizational Documents; Stockholders' Agreements. Seller has made available to Buyer true and complete copies of the Company's certificate of incorporation and bylaws, each as amended, and of each Stockholders' Agreement to which Seller is a party or of which Seller has knowledge, each of which is listed in Section 2.06 of the Disclosure Schedules. To Seller's knowledge, each such document is in full force and effect, and there are no other agreements in effect governing the ownership, voting or transfer of the Company's capital stock.

Section 2.07 Brokers. No broker, finder or investment banker is entitled to any brokerage, finder's or other fee or commission in connection with the transactions contemplated by this Agreement based upon arrangements made by or on behalf of Seller.

Section 2.08 Capitalization. To Seller's knowledge, the authorized capital stock of the Company consists of [NUMBER] shares of [CLASS/SERIES] stock, of which [NUMBER] shares are issued and outstanding, as further set forth in Section 2.08 of the Disclosure Schedules, and the Shares constitute 8.33% of the issued and outstanding capital stock of the Company. Except as set forth in Section 2.08 of the Disclosure Schedules, to Seller's knowledge there are no outstanding options, warrants, convertible securities or other rights, agreements or commitments obligating the Company to issue or sell any shares of its capital stock or other equity interests.

ARTICLE III
REPRESENTATIONS AND WARRANTIES OF BUYER

Buyer represents and warrants to Seller that the statements contained in this ARTICLE III are true and correct as of the date hereof.

Section 3.01 Organization and Authority of Buyer; Enforceability. Buyer is a corporation duly organized, validly existing and in good standing under the laws of the State of Virginia. Buyer has full corporate power and authority to enter into this Agreement and the documents to be delivered hereunder, to carry out its obligations hereunder and to consummate the transactions contemplated hereby. The execution, delivery and performance by Buyer of this Agreement and the documents to be delivered hereunder and the consummation of the transactions contemplated hereby have been duly authorized by all requisite corporate action on the part of Buyer. This Agreement and the documents to be delivered hereunder have been duly executed and delivered by Buyer, and (assuming due authorization, execution and delivery by Seller) this Agreement and the documents to be delivered hereunder constitute legal, valid and binding obligations of Buyer enforceable against Buyer in accordance with their respective terms.

Section 3.02 No Conflicts; Consents. The execution, delivery and performance by Buyer of this Agreement do not and will not (a) violate or conflict with the organizational documents of Buyer or (b) violate or conflict with any law or order applicable to Buyer. Except for the STB Approval and any consent identified in Section 2.02 of the Disclosure Schedules, no consent, approval, waiver or authorization of any governmental authority or other person is required to be obtained by Buyer in connection with this Agreement.

Section 3.03 Brokers. No broker, finder or investment banker is entitled to any brokerage, finder's or other fee or commission in connection with the transactions contemplated by this Agreement based upon arrangements made by or on behalf of Buyer.

ARTICLE IV
CLOSING DELIVERIES

Section 4.01 Seller's Deliveries. At the Closing, Seller shall deliver to Buyer the following:

(a) Certificates representing the Shares, duly endorsed in blank or accompanied by stock powers duly executed in blank by Seller, in form and substance reasonably satisfactory to Buyer; provided that, if any Shares are uncertificated, Seller shall deliver duly executed transfer instructions and other instruments required by the Company or its transfer agent to register the transfer of such Shares to Buyer.

(b) If any Stockholders' Agreement requires a transferee of the Shares to become a party, the joinder or instrument of adherence required thereunder, in customary form (the "**Joinder Agreement**"), together with any acknowledgment of the Company required thereunder.

(c) Evidence reasonably satisfactory to Buyer that the transfer of the Shares has been submitted to the Company for registration in Buyer's name, and Seller shall use commercially reasonable efforts to cause the Company promptly to record the transfer and issue new certificates (or book-entry evidence) in Buyer's name.

(d) Copies of all consents, approvals, waivers and authorizations referred to in Section 2.02 of the Disclosure Schedules.

(e) A properly completed and duly executed IRS Form W-9 of Seller.

Section 4.02 Buyer's Deliveries. At the Closing, Buyer shall deliver the following to Seller:

(a) The first installment of the Purchase Price, if due on the Closing Date pursuant to Section 1.02.

(b) Any transferee information and transfer documents required to register the Shares in Buyer's name, duly completed and, where required, executed by Buyer.

(c) The Joinder Agreement, executed by Buyer.

Section 4.03 Conditions to Closing. The obligations of the Parties to consummate the Closing are subject to (a) the Board's approval or exemption of Buyer's acquisition of the Shares, including as a condition imposed in Docket No. FD 36873 (Sub-No. 51), having become effective and not having been stayed (the "**STB Approval**"), and (b) no law, order or injunction prohibiting the transactions contemplated hereby. Buyer's obligation to pay the Purchase Price is further subject to (i) delivery of the items listed in Section 4.01, (ii) the representations and warranties in ARTICLE II being true and correct in all material respects (or, in the case of Sections 2.01, 2.04 and 2.05, in all respects) as of the Closing, and (iii) Seller having performed in all material respects its obligations required at or before the Closing. A Party may waive a condition for its benefit only in writing.

Section 4.04 Cooperation; Company Recognition and Operating Rights. Seller shall, and Parent shall cause Seller and its other Affiliates to, use commercially reasonable efforts (which shall not require payment of any consideration to any third party) to (a) cause the Company to register the transfer of the Shares and recognize Buyer as a stockholder with all rights incident to the Shares under the Company's organizational documents and the Stockholders' Agreements,

including any board or committee representation associated with the Shares; (b) cause any director or committee member designated by Seller to resign effective at the Closing if requested by Buyer; and (c) support, and not oppose, any request by Buyer to the Company or the Board for the operating rights in the Company's terminal facilities contemplated by the STB Approval. Nothing in this Section obligates any other stockholder of the Company or amends the Company's organizational documents or any Stockholders' Agreement.

ARTICLE V
TAX MATTERS

Section 5.01 Tax Cooperation. Buyer and Seller shall reasonably cooperate in connection with tax returns and any audit, examination or other proceeding relating to the Shares for any taxable period ending on or including the Closing Date, including by providing reasonably requested records and information in their possession. Except as otherwise required by applicable law, each Party shall report the transactions contemplated hereby as a purchase and sale of stock.

ARTICLE VI
INDEMNIFICATION

Section 6.01 Survival. The representations and warranties in this Agreement shall survive the Closing for thirty-six (36) months, except that the representations and warranties in Sections 2.01, 2.04, 2.05, 2.07, 3.01 and 3.03 and Section 7.16 (the "**Fundamental Representations**") shall survive until sixty (60) days after expiration of the applicable statute of limitations. Covenants shall survive until fully performed. Any claim asserted in writing with reasonable specificity before the applicable survival period expires shall survive until finally resolved.

Section 6.02 Indemnification by Seller. Subject to the other terms and conditions of this ARTICLE VI, Seller shall defend, indemnify and hold harmless Buyer, its Affiliates and their respective stockholders, directors, officers and employees (each, a "**Buyer Indemnified Party**") from and against:

(a) all losses, damages, liabilities, judgments, settlements, costs and expenses, including reasonable attorneys' fees ("**Losses**"), arising from any inaccuracy in or breach of any representation or warranty of Seller or Parent contained in this Agreement;

(b) any Losses arising from any breach of any covenant or agreement of Seller or Parent contained in this Agreement; or

(c) any taxes imposed on or payable by Seller with respect to its ownership or sale of the Shares.

Section 6.03 Pre-Closing Stockholder Obligations. In addition to Section 6.02, Seller shall indemnify each Buyer Indemnified Party from any Losses arising from any capital call, assessment, contribution or other payment obligation imposed on the holder of the Shares by the Company or under any Stockholders' Agreement, to the extent attributable to any period before the Closing or approved by the Company before the Closing.

Section 6.04 Indemnification by Buyer. Subject to the other terms and conditions of this ARTICLE VI, Buyer shall defend, indemnify and hold harmless Seller, its Affiliates and their respective stockholders, directors, officers and employees from and against all Losses arising from:

(a) any inaccuracy in or breach of any representation or warranty of Buyer contained in this Agreement; or

(b) any breach of any covenant or agreement of Buyer contained in this Agreement.

Section 6.05 Indemnification Procedures.

(a) Notice. A person entitled to indemnification under this ARTICLE VI (an "**Indemnified Party**") shall assert a claim against the person from whom indemnification is sought (the "**Indemnifying Party"**) by written notice describing the claim in reasonable detail. Failure or delay in giving notice shall not relieve the Indemnifying Party of its obligations except to the extent it is materially prejudiced.

(b) Third-party claims. The Indemnifying Party may assume the defense of a third-party claim with counsel reasonably acceptable to the Indemnified Party by acknowledging in writing its indemnification obligation, except for claims seeking non-monetary relief against, or materially affecting the rail operations of, the Indemnified Party. The Indemnified Party may participate with its own counsel at its own expense. No Party shall settle a third-party claim without the other's prior written consent, which shall not be unreasonably withheld, conditioned or delayed for a settlement that is paid entirely by the Indemnifying Party, includes a full release of the Indemnified Party and imposes no admission or non-monetary obligation on it.

Section 6.06 Payments. Amounts agreed or finally adjudicated to be owed under this ARTICLE VI shall be paid by wire transfer of immediately available funds within fifteen (15) Business Days.

Section 6.07 Tax Treatment of Indemnification Payments. All indemnification payments made under this Agreement shall be treated by the parties as an adjustment to the Purchase Price for tax purposes, unless otherwise required by applicable law.

Section 6.08 Intentionally Omitted.

Section 6.09 Exclusive Remedies. Following the Closing, this ARTICLE VI shall be the Parties' sole and exclusive monetary remedy for claims arising under this Agreement, except for claims of fraud, and nothing herein limits a Party's right to specific performance or other equitable relief under Section 7.14.

ARTICLE VII
MISCELLANEOUS

Section 7.01 Expenses. Except as otherwise provided herein, all costs and expenses incurred in connection with this Agreement and the transactions contemplated hereby shall be paid by the party incurring such costs and expenses.

Section 7.02 Further Assurances. Following the Closing, each of the parties hereto shall, and shall cause its respective Affiliates to, execute and deliver such additional documents, instruments, conveyances and assurances and take such further actions as may be reasonably required to carry out the provisions hereof and give effect to the transactions contemplated by this Agreement.

Section 7.03 Notices. All notices, requests, consents, claims, demands, waivers and other communications hereunder shall be in writing and shall be deemed to have been given (a) when delivered by hand (with written confirmation of receipt); (b) when received by the addressee if sent by a nationally recognized overnight courier (receipt requested); (c) on the date sent by e-mail of a PDF document (with confirmation of transmission) if sent during normal business hours of the recipient, and on the next Business Day if sent after normal business hours of the recipient; or (d) on the [third] day after the date mailed, by certified or registered mail, return receipt requested, postage prepaid. Such communications must be sent to the respective Parties at the following addresses (or at such other address for a Party as shall be specified in a notice given in accordance with this Section 7.03):

If to Seller or Parent:	[SELLER ADDRESS]
	E-mail: [E-MAIL ADDRESS]
	Attention: [TITLE OF OFFICER TO RECEIVE NOTICES]
with a copy to:	[SELLER LAW FIRM]
	E-mail: [E-MAIL ADDRESS]
	Attention: [ATTORNEY NAME]
If to Buyer:	[BUYER ADDRESS]
	E-mail: [E-MAIL ADDRESS]
	Attention: [TITLE OF OFFICER TO RECEIVE NOTICES]
with a copy to:	[BUYER LAW FIRM]
	E-mail: [E-MAIL ADDRESS]
	Attention: [ATTORNEY NAME]

Section 7.04 Headings. The headings in this Agreement are for reference only and shall not affect the interpretation of this Agreement.

Section 7.05 Severability. If any term or provision of this Agreement is invalid, illegal or unenforceable in any jurisdiction, such invalidity, illegality or unenforceability shall not affect any other term or provision of this Agreement or invalidate or render unenforceable such term or provision in any other jurisdiction.

Section 7.06 Entire Agreement. This Agreement, the Disclosure Schedules and the documents delivered hereunder constitute the entire agreement of the Parties with respect to their subject matter and supersede all prior and contemporaneous understandings and agreements, written or oral, with respect to that subject matter. If the body of this Agreement conflicts with any such document, the body of this Agreement controls, other than an exception expressly set forth as such in the Disclosure Schedules.

Section 7.07 Successors and Assigns. This Agreement shall be binding upon and shall inure to the benefit of the Parties and their respective successors and permitted assigns. No Party may assign its rights or obligations hereunder without the prior written consent of the other Parties, which consent shall not be unreasonably withheld or delayed, except that Buyer may assign its rights hereunder to an Affiliate without consent, subject to any required approval of the Board. Seller shall not transfer the Shares before the Closing, including to an Affiliate, unless the transferee joins this Agreement as Seller. No assignment shall relieve the assigning Party of any of its obligations hereunder.

Section 7.08 No Third-Party Beneficiaries. Except for the Indemnified Parties expressly entitled to enforce ARTICLE VI, this Agreement is solely for the benefit of the Parties and their respective successors and permitted assigns and confers no right, benefit or remedy on any other person. Buyer may enforce ARTICLE VI on behalf of any Buyer Indemnified Party, without duplicate recovery.

Section 7.09 Amendment and Modification. This Agreement may only be amended, modified or supplemented by an agreement in writing signed by each Party.

Section 7.10 Waiver. No waiver by any Party of any provision hereof shall be effective unless explicitly set forth in writing and signed by the Party so waiving, and no such waiver shall apply to any breach not expressly identified in it. No failure or delay in exercising any right hereunder shall operate as a waiver thereof.

Section 7.11 Governing Law. This Agreement shall be governed by and construed in accordance with the internal laws of the State of Delaware without giving effect to any choice or conflict of law provision or rule (whether of the State of Delaware or any other jurisdiction).

Section 7.12 Submission to Jurisdiction. Any legal suit, action or proceeding arising out of or relating to this Agreement or the transactions contemplated hereby shall be instituted exclusively in the state courts located in Wilmington, Delaware or, if federal subject-matter jurisdiction exists, the United States District Court for the District of Delaware, and any appellate court having jurisdiction over those courts. Each Party irrevocably submits to the exclusive jurisdiction of those courts in any such suit, action or proceeding and irrevocably waives, to the fullest extent permitted by applicable law, any objection to venue in those courts or any claim that such suit, action or proceeding has been brought in an inconvenient forum.

Section 7.13 Waiver of Jury Trial. Each Party irrevocably and unconditionally waives any right it may have to a trial by jury in respect of any legal action arising out of or relating to this Agreement or the transactions contemplated hereby.

Section 7.14 Specific Performance. The Parties agree that irreparable damage would occur if any provision of this Agreement were not performed in accordance with its terms and that the Parties shall be entitled to specific performance of the terms hereof, in addition to any other remedy to which they are entitled at law or in equity, without the posting of any bond.

Section 7.15 Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall be deemed to be one and the same agreement. A signed copy of this Agreement delivered by facsimile, e-mail or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original signed copy of this Agreement.

Section 7.16 Parent Undertaking. Parent shall cause Seller (and any Affiliate of Parent that holds the Shares before the Closing) to perform its obligations under this Agreement and hereby guarantees, as primary obligor, the full and timely payment and performance of Seller's obligations under this Agreement. Parent represents and warrants to Buyer that it is a corporation duly organized, validly existing and in good standing under the laws of the State of Utah, that it has full corporate power and authority to enter into this Agreement and has duly authorized, executed and delivered it, and that this Agreement constitutes a legal, valid and binding obligation of Parent, enforceable against Parent in accordance with its terms.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the date first written above by their respective officers thereunto duly authorized.

NORFOLK SOUTHERN RAILWAY COMPANY

By_____
Name:
Title:

CSX TRANSPORTATION, INC.

By_____
Name:
Title:

UNION PACIFIC CORPORATION, solely for purposes of Section 4.04 and Section 7.16

By_____
Name:
Title:

EXHIBIT 2C

RAIL YARD LEASE AND PURCHASE OPTION TERM SHEET

The following summarizes the proposed terms of a lease (the "**Lease**") with an option to purchase either or both Properties. Only the Binding Provisions are binding; all other provisions remain subject to execution of definitive agreements. Defined terms may be used before being defined.

Landlord

Union Pacific Railroad Company, or such other affiliate of Union Pacific Corporation as holds record fee title to the applicable Property, with Union Pacific Corporation joining to guarantee Landlord's obligations. The Lease and the Purchase Option shall bind Landlord's successors, including the combined UP/NS following consummation of the UP/NS merger.

Tenant

CSX Transportation, Inc. ("**CSXT**"). CSXT may sublease to one or more affiliates (including, but not limited to CSX Intermodal Terminals, Inc.) ,as operator of the Neff Intermodal Terminal) as tenant and operator or purchaser of either Property per the option to purchase discussed below.

Properties

1) Neff Intermodal Terminal in Kansas City, Missouri, designated as Tax Parcel(s) [_____] ("**Neff Intermodal Terminal**"); and

2) Neff Yard in Kansas City, Missouri, designated as Tax Parcel(s) [_____] (referred to in the Kansas City JV term sheet as "**Neff Yard**") ("**Neff Yard**"; together with Neff Intermodal Terminal, the "**Properties**," and each, a "**Property**").

Legal descriptions, boundaries, included tracks, improvements, equipment and appurtenant access and utility rights, and any excluded or shared facilities, shall be identified in the Lease, including any portion of the Neff Yard reserved for Landlord's operations under Landlord Reserved Operations; Existing Rights. The parties will reasonably agree on existing improvements and equipment to be left in place or removed prior to signing the Lease.

Commencement Date

The Commencement Date shall be the date on which all of the following have occurred: execution and effectiveness of the Lease and of the joint use agreement for the Kansas City Line (the "**Joint Use Agreement**"); consummation of the UP/NS merger under a final decision of the Surface Transportation Board (the "**Board**") imposing the conditions requested in CSXT's Responsive Application, including but not limited

to this Lease and the Purchase Option; delivery of possession to Tenant; and receipt of any other approvals required for commencement of the agreed operations.

Tenant shall complete due diligence before signing the Lease, with reasonable prior access and timely delivery of Landlord's records. The definitive agreements shall allocate responsibility for approvals and specify an outside commencement date.

Term

99 years from the Commencement Date, with Tenant entitled to three successive 30-year renewals on the same terms, including the Rent adjustment provisions, by written notice at least 12 months before expiration of the then-current term. The initial term and any exercised renewal terms constitute the "**Term**." A "**Lease Year**" is each successive 12-month period measured from the Commencement Date.

Tenant may terminate the Lease as to either Property, or any portion of a Property, on 12 months' written notice, without penalty or termination fee.

Partial Release

Tenant may, by six months' written notice given not more than once each Lease Year, release from the Lease and the Purchase Option any portion of the Neff Yard or Neff Intermodal Terminal that Tenant determines is not needed for its operations, provided the released area is a legally divisible parcel with reasonable access and the release does not landlock the remaining premises. Rent shall be reduced by the FMRV allocated to the released area and expenses shall be equitably reduced as well. Rail access and utility rights needed for the remaining premises shall continue. Released areas shall be surrendered under Restoration; Surrender.

Rent

Starting on the Commencement Date, Tenant pays annual base rent ("**Rent**"), initially equal to the annual fair market rental value ("**FMRV**") established in accordance with the Appraisal Methodology below, subject thereafter to Annual Increases and Rent Resets, payable in equal monthly installments. The Lease shall allocate Rent separately to each Property, and within each Property by acreage unless the appraisers engaged under the Appraisal Methodology determine otherwise, so that Rent can be reduced on any partial release or purchase. Pending any delayed appraisal, Tenant shall pay the previously applicable Rent or, for initial Rent, an agreed provisional

amount, with prompt adjustment and credit or payment once determined.

For the purposes of the Lease, the "**Appraisal Methodology**" shall be as follows:

Landlord shall provide a proposed annual rental rate to Tenant, together with Landlord's basis for determining such rate. Such proposed annual rental rate shall be six percent (6%) of Landlord's good faith determination of the fair market value of the ground comprising each Property (the "**FMV**"). For every valuation or revaluation under this Appraisal Methodology, including the initial Rent determination, any Rent reset and any determination of the purchase price under the Purchase Option, FMV shall be determined solely by valuing the ground as vacant and unimproved, without regard to the Lease or Tenant's leasehold interest and excluding the value of all equipment, fixtures and other improvements made by Tenant. No value attributable to Tenant's operations, business or goodwill shall be included. Thereafter, Landlord and Tenant shall negotiate in good faith to establish an agreed FMV of the ground comprising each Property on that basis. If the parties are unable to agree upon such FMV, each party shall commission its own appraisal of such FMV in accordance with the foregoing assumptions and provide the other party with a copy. The parties shall continue to negotiate such FMV in good faith based upon those appraisals. If the parties thereafter are unable to agree upon such FMV, Tenant shall have the option either (a) to terminate the Lease or (b) to agree to a jointly commissioned determination by an independent appraiser selected by the two appraisers originally commissioned by the parties. Such third appraiser shall review the parties' appraisals and select the appraisal that, in the third appraiser's sole opinion, is most representative of such FMV in accordance with the foregoing assumptions (the "**Selected Appraisal**"). The annual fair market rental value ("**FMRV**") of each Property shall be six percent (6%) of its FMV as agreed by the parties or set forth in the Selected Appraisal, as applicable. Rent shall equal that FMRV, subject to Annual Increases and Rent Resets. Any purchase price determined under this Appraisal Methodology shall equal the FMV of the ground being purchased, without applying the rental percentage.

Annual Increases

Beginning on the first anniversary of the Commencement Date, Rent increases annually by the positive percentage change in the Consumer Price Index for All Urban Consumers (U.S. City Average, All Items, not seasonally adjusted) ("***CPI-U***")[, subject to an annual cap of 5%

	and a floor of 2%, except on a Rent reset date]. The Lease shall specify consistent comparison months and a comparable successor index if necessary. There shall be no carryforward of increases exceeding the cap.
Rent Resets	On each 30th anniversary of the Commencement Date during the Term (including any renewals), Rent shall reset to the then-current FMRV, as determined by Appraisal, without adjustment for CPI-U increases preceding that reset. No separate annual CPI-U increase shall apply on a reset date. Annual CPI-U increases, subject to the agreed annual cap, shall resume on the first anniversary of each reset date.
Triple Net	Subject to Landlord's obligations under Condition; Costs and Risks and Maintenance, Tenant pays Property operating expenses, including property taxes, applicable rent taxes, insurance, repairs and utilities, but not Landlord's financing costs, income taxes or costs attributable to Landlord's breach. Expenses shall be equitably allocated for shared facilities and prorated upon commencement, expiration, release or purchase of the applicable Property. To the extent the Properties are assessed as part of Landlord's railroad operating property, the Lease shall specify a reasonable method for determining the taxes attributable to the Properties, consistent with the approach agreed for the Kansas City Line. Tenant may contest assessments in accordance with reasonable Lease procedures, which assessments shall only be those customary for leases of like kind for like industries.
Use	Either Property may be used for any lawful railroad purpose, including but not limited to: intermodal, automotive, transload and related logistics purpose, together with ancillary uses, including (a) at the Neff Intermodal Terminal, intermodal services, including the loading and unloading of railcars with containers, trailers or ISO tanks, the storage of chassis and containers, the handling of containerized freight via trucks through the facility and, if Tenant elects, the handling of finished automotive vehicles; and (b) at the Neff Yard, the storage and maintenance of trains, railcars and locomotives, switching, staging of railcars and other railroad services, including but not limited to those associated with transload operations and the handling of finished automotive vehicles.
Landlord Reserved Operations; Existing Rights	Tenant shall reserve space within the Neff Yard for Landlord's limited current operations, to be identified upon confirmation of those operations. Landlord shall retain access through the Neff Yard, subject to agreed compensation and an agreed allocation of liability, to serve

customers adjacent to the yard or that can be served only by UP/NS tracks connected to the yard. Landlord's reserved operations shall not unreasonably interfere with Tenant's operations and shall be conducted under Tenant's yard operating rules. Existing rights of other carriers and customers that access the Properties as of the STB decision approving the merger shall be identified in the Lease and shall continue only to the extent disclosed in diligence and addressed in a mutually agreeable fashion.

Construction and Demolition

Tenant may, without Landlord's approval, make any alterations, additions and improvements that Tenant determines are needed for its business, including demolishing or erecting buildings, modifying or removing existing rail infrastructure, adding new rail infrastructure, paving, installing bins and making other improvements to support rail and intermodal operations, subject only to applicable law and protection of any facilities used for Landlord Reserved Operations. Tenant shall discharge or bond off liens arising from its work. The Lease shall distinguish Tenant's removable equipment and trade fixtures from permanent improvements and specify ownership during and after the Term, consistently with Appraisal Methodology and Restoration; Surrender.

Fee Encumbrances

The Lease and the Purchase Option shall be superior to any existing or future fee mortgage or other lien on the Properties. Landlord shall represent whether any mortgage or other monetary lien encumbers the Properties and shall not grant any lien that is prior to the Lease or the Purchase Option. Tenant does not intend to finance its leasehold, and the Lease need not include leasehold-mortgagee protections.

Nondisturbance

If any fee mortgage or other monetary lien encumbers a Property at Commencement, Landlord shall obtain a customary subordination and nondisturbance agreement from its holder recognizing Tenant's rights and subordinating mortgagee's lien (and rights of foreclosure) to the Lease, renewals and the Purchase Option; otherwise, no nondisturbance agreement shall be required.

Condemnation

Each party shall receive the portion of any award attributable to its interest (in Tenant's case, including its leasehold, improvements and relocation costs), without double recovery. Rent shall be equitably reduced for a partial taking, and Tenant may terminate as to an affected Property if a taking materially impairs its permitted operations or necessary access.

Transfer	Tenant may assign the Lease and the Purchase Option, sublet, or transfer control of one or both Properties, in whole or in part, without Landlord's consent.
Condition; Costs and Risks	Tenant accepts the Properties "as is", subject to Landlord's delivery of diligence materials and its express representations, warranties and obligations. Landlord shall indemnify Tenant for conditions existing before Commencement, including environmental conditions and legal noncompliance, and conditions caused by Landlord or its affiliates thereafter. Subject to Insurance and Liability below, Tenant shall indemnify Landlord to the extent conditions are caused or exacerbated by Tenant or persons for whom Tenant is responsible, excluding mere discovery or investigation that does not cause or exacerbate a condition. The Lease shall provide reasonable investigation, remediation, defense and cooperation procedures and survival of these allocations after expiration or purchase. Neither as-is acceptance nor surrender shall override these allocations. Before Lease execution, Tenant may conduct a Phase I and, if warranted, a Phase II environmental site assessment of each Property, which shall establish the environmental baseline. Landlord shall remain responsible for all conditions existing at Commencement, whether or not identified in the baseline, and for any existing consent orders, permits or other regulatory obligations relating to those conditions, including under CERCLA, RCRA and Missouri law. Remediation shall meet standards for continued railroad and industrial use, and any environmental covenant or other use restriction that would interfere with Tenant's operations requires Tenant's consent. Landlord shall cooperate in the transfer or replacement of stormwater, spill-prevention and other operating permits. Before any purchase, Tenant may update its assessments to preserve available landowner liability protections.
Maintenance	Subject to the Triple Net, Condition; Costs and Risks, Damage and Condemnation provisions, Tenant shall handle management, maintenance, repairs, insurance (which may be handled by self-insurance), utilities and subleasing of the Properties and bear the associated risks and expenses, except to the extent attributable to pre-existing conditions, Landlord Reserved Operations or acts or omissions of Landlord or its affiliates.

Purchase Option

Tenant may elect, by written notice given at or before Lease execution, to purchase either Property at Commencement instead of leasing it. Tenant shall also have the option, exercisable by written notice at any time during the Term (including renewals), to purchase all or any portion of either Property at the fair market value of the ground being purchased ("**FMV**"), determined in accordance with the Appraisal Methodology, without applying the rental percentage. Tenant may purchase up to 100% of the Neff Yard, excluding any portion Landlord must retain for Landlord Reserved Operations, and 100% of the Neff Intermodal Terminal.

A form of purchase and sale agreement ("**PSA**") shall be negotiated concurrently with the Lease and attached to it as an exhibit. Closing shall occur within 180 days after final determination of FMV, subject to reasonable extensions for required due diligence, regulatory approvals, required subdivision approvals or Landlord's title cure. Landlord shall convey marketable fee title free of fee mortgages and other monetary liens, subject only to permitted exceptions specified in the Lease. A timely exercised option shall survive expiration through closing. If Tenant purchases a Property or a portion of a Property, Rent and ongoing expense obligations shall be reduced by the amount allocated to the purchased area, the Lease and option shall continue for the remainder, and necessary shared access and operating rights shall continue. The option shall bind Landlord's successors and pass with any Lease assignment. No alleged default shall defeat the option without applicable notice and cure rights; the Lease shall address material uncured defaults and good-faith disputes. The PSA shall specify closing procedures, prorations, cost allocations and customary remedies, including Tenant's right to seek specific performance, consistent with Industry Standards.

Defaults; Remedies

The Lease shall provide mutual default notices and reasonable cure periods, extended for nonmonetary defaults diligently being cured, and customary remedies proportionate to the breach. No termination shall occur for an immaterial breach. [Landlord's right to terminate shall be limited to Tenant's failure to pay undisputed Rent after notice and an extended cure period; Landlord's other remedies shall be damages and specific performance.] Tenant shall have reasonable self-help and reimbursement rights for Landlord defaults materially affecting safety, access or operations, subject to prior notice except in emergencies and

	safeguards against disputed offsets. The Lease shall specify notices, dispute procedures and a reasonable holdover arrangement.
Insurance; Liability	Tenant may self-insure, or insure through its customary programs (including self-insured retentions), its property, general liability and railroad liability risks, and Landlord shall do the same for Landlord Reserved Operations. Each party shall indemnify the other for third-party injury and property-damage claims based on a customary "user risk" liability regime for rail yards and intermodal terminals, as the case may be. Each party shall be responsible for claims by its own employees, including under the Federal Employers' Liability Act, arising from operations on the Properties, except as otherwise agreed for Landlord Reserved Operations.
Labor	Each party shall bear any employee protection obligations to its own employees arising from the transactions contemplated by the Lease and the Purchase Option, including under any labor protective conditions imposed by the Board. The parties shall cooperate on required notices and implementing agreements. Tenant shall have no obligation to employ Landlord's employees or to assume Landlord's collective bargaining agreements or terminal-operator or other service contracts, except as Tenant elects or as required by law.
Security	Tenant need not post security to secure its obligations under the Lease.
Restoration; Surrender	Tenant shall surrender the Properties, including any area released under Partial Release, to Landlord free of substantial debris, but shall not be required to restore the Properties to their original or any other specific condition or remove permitted improvements. Surrender shall not relieve Tenant of its express casualty restoration obligations or obligations under Condition; Costs and Risks, but shall not expand those obligations or shift responsibility for pre-existing conditions from Landlord to Tenant.
Lease Document	Counsel to Tenant shall prepare the first draft of the Lease, including the Purchase Option, in a form consistent with customary industry standards for similar agreements between parties of similar stature and financial worth ("**Industry Standards**"). At Tenant's election, the Lease may cover both Properties as separate parcels or be split into separate leases for the Neff Intermodal Terminal and the Neff Yard.

Access; Operations

No separate joint use agreement shall apply within the Properties. Tenant shall control operations within the Properties, subject only to Landlord Reserved Operations; Existing Rights. Rail access to and from the Properties over the Kansas City Line shall be governed by the Joint Use Agreement, and any access over other Landlord tracks shall be provided under the Lease on terms consistent with Industry Standards. Necessary access and utility rights shall continue throughout the Lease and, for purchased Properties, after closing. Neither party shall unreasonably interfere with the other's agreed operations. The Lease shall assure Tenant quiet enjoyment, subject to Landlord Reserved Operations and reasonable Landlord entry on notice except in emergencies.

Recorded Memorandum of Lease

The parties shall sign, and either may record in the real property records of [Jackson] County, Missouri, a memorandum of the Lease stating the Term, renewal rights, Purchase Option and other matters customarily included or required by applicable law where the Properties are located.

Binding Provisions

Whether or not the parties sign a Lease, they agree to these provisions (the "**Binding Provisions**"):

- The parties shall keep these discussions and nonpublic information confidential, except for disclosures to affiliates, advisers, lenders and regulators with a need to know and subject to appropriate confidentiality protections, or as required by law. Either party may file this Term Sheet, the Lease and the PSA with the Board, including as exhibits under 49 C.F.R. § 1180.6(a)(7)(ii), subject to any available protective order. Publicly available or independently obtained information is excluded. This obligation survives termination of negotiations for three years, unless superseded by equivalent definitive-agreement protections.

- Landlord shall promptly provide, sufficiently before Lease execution for reasonable review, records in its possession or control relating to title, zoning, condition, violations, environmental matters, appraisals and other matters material to leasing or purchasing the Properties. Tenant and its advisers may conduct reasonable inspections on notice, subject to operational safeguards and Landlord's reasonable approval of invasive testing. Tenant shall repair physical damage caused by its

inspections, but shall not assume liability merely for discovering existing conditions.

- Each party represents that it has not engaged a broker in connection with the Properties and shall indemnify the other against claims by any broker claiming through it.

- Except for Landlord's express representations, warranties and disclosure obligations, Tenant shall rely on its own investigation. Nothing limits liability for fraud or relieves Landlord of its express obligations.

- Except for the Binding Provisions, neither party is obligated to enter into a Lease or liable for ending negotiations before definitive agreements are signed. Definitive agreements shall supersede this Term Sheet, but not accrued liability under the Binding Provisions or obligations expressly intended to survive unless expressly addressed in those agreements. The Binding Provisions shall be governed by Missouri law, with venue in the state or federal courts where the Properties are located.

The parties agree to the Binding Provisions above. This Term Sheet does not otherwise bind, or impose any obligation on, any party in any way.

[SIGNATURE BLOCKS]

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

Finance Docket No. 36873 (SUB-NO. 51)

CSX TRANSPORTATION, INC.
—PARTIAL ACQUISITION, LEASE, AND OPERATION—
UNION PACIFIC RAILROAD COMPANY
BETWEEN EAST ST. LOUIS, IL AND KANSAS CITY, MO

Finance Docket No. 36873 (SUB-NO. 51)

EXHIBIT 12A

VERIFIED STATEMENT OF
MARYCLARE KENNEY

VERIFIED STATEMENT OF MARYCLARE KENNEY

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

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

Through these roles, including my responsibility for CSXT's intermodal sales and marketing, I have gained firsthand familiarity with commercial relationships, customer needs, and interline arrangements that shape CSXT's ability to compete for traffic. I am familiar with the commercial importance of the Kansas City–East St. Louis corridor, CSXT's commercial opportunities on that corridor, and the conditions CSXT requests if the Surface Transportation

Board ("Board") were to approve the proposed merger of Union Pacific ("UP") and Norfolk Southern ("NS").

I submit this Verified Statement in support of CSXT's requested conditions for the Kansas City–East St. Louis corridor. I explain the corridor's commercial importance, how the proposed UP/NS combination would reduce competition and threaten competing interline services, and how effective line, yard, and terminal access would address some of those harms. I also describe the commercial basis for CSXT's traffic forecast and explain why CSXT is better positioned than Canadian National ("CN") to use these remedies to preserve competition if the Board approves the transaction over CSXT's objections.

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

In my commercial judgment, conditions cannot recreate the competition that the proposed transaction would eliminate or restore the competitive balance that it 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 these conditions 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. Existing Competition on the Kansas City–East St. Louis Corridor.

UP and NS operate the only direct routes between Kansas City, MO ("KC"), and East St. Louis, IL ("ESL"). Although Canadian Pacific Kansas City ("CPKC") and BNSF Railway Company ("BNSF") also have lines on the KC-ESL corridor, those routes are longer and slower. From a commercial standpoint, CPKC and BNSF do not operate lines that are competitive against UP's and NS's lines on this corridor.

UP-CSXT interline service is the principal competitive alternative to service involving NS on this corridor, including to NS's single-line service between Kansas City and eastern destinations. This interline service connects UP's service over the corridor with CSXT's network in the eastern United States.

In my experience, shippers value this service because it gives them a meaningful choice for Kansas City to the East traffic, rather than requiring them to rely solely on NS. The existence of the UP–CSXT service allows CSXT to compete for their business and requires NS to respond to competition in its rates and service.

III. UP/NS Would Reduce Corridor Competition and Threaten Competing Interline Services.

If the transaction is approved, UP/NS would control both direct rail routes between Kansas City and East St. Louis, eliminating the independent ownership of those competing routes. In my commercial judgment, bringing the two direct routes under common control would substantially weaken competition for local traffic moving within the corridor. Today, UP and NS have independent incentives to compete for that business through their rates and service. A combined UP/NS would no longer face that same competitive discipline from the other direct-

route carrier. For local shippers whose transportation needs depend on efficient service over the corridor, the availability of more circuitous routes would not replace the competitive pressure lost through the transaction. The merger would thus reduce meaningful routing choices and would leave those shippers exposed to higher rates or poorer service, without a comparably efficient alternative.

Beyond these harms to local corridor traffic, the transaction would also eliminate competitive interline service on long-haul routes through this corridor by giving UP/NS an incentive to divert traffic away from interchange with CSXT. Today, UP interlines with CSXT in competition with NS. If UP acquires NS, UP would also own the eastern railroad against which that joint service competes. I anticipate UP/NS would seek to move traffic that UP now interchanges with CSXT at East St. Louis onto the combined railroad's own service in order to capture the revenue from the eastern portion of the movement instead of sharing the movement with CSXT. And because CSXT cannot efficiently connect with other western carriers at East St. Louis for traffic that requires direct movement over the KC-ESL corridor, CSXT could not simply develop an alternative interline relationship to compete for it.

The resulting harm would not be limited to a change in CSXT's traffic volumes. Shippers would lose the effective competition that the UP–CSXT service provides today. Without that competitive discipline, UP/NS would face less pressure to offer competitive rates and maintain service quality, likely resulting in higher prices and poorer service for shippers if the transaction were approved.

IV. The Requested Conditions Would Help Preserve Competition and Mitigate Foreclosure.

CSXT's requested conditions would help restore some of the competition that the transaction would eliminate by providing CSXT with partial ownership of UP's lines between

KC-ESL (collectively, the "Kansas City Line"), together with access via a leasing agreement to the Neff Terminal and Yard needed to offer commercially competitive service. With these rights CSXT would be an independent alternative to UP/NS service ensuring competitive service options between Kansas City and the eastern United States, preserving pressure on UP/NS to compete on rates and service rather than leaving both direct routes under its exclusive commercial control.

The conditions also would mitigate some of the foreclosure risk by allowing CSXT to reach Kansas City without depending on UP/NS's willingness to interchange traffic at East St. Louis. With secure access to Kansas City and facilities supporting efficient interchanges there, CSXT could connect western markets with its existing eastern network independently of UP/NS by pursuing interchange arrangements with other railroads, giving shippers alternatives to UP/NS for movements using the KC-ESL corridor. CSXT and these carriers would be motivated to develop commercially successful access terms to win business through competitive rates and service.

Without both effective rights over the Kansas City Line and the necessary yard and terminal access in Kansas City, CSXT could not offer shippers a commercially competitive alternative to UP/NS if the transaction were approved. Line access would provide the efficient route needed to connect Kansas City with CSXT's eastern network. Yard and terminal access would enable CSXT to originate and terminate carload and intermodal traffic and exchange traffic with connecting railroads. Neither element would be sufficient alone. Both parts are essential to retaining CSXT as a competitive option. Rights to traverse the corridor would have little commercial value if CSXT lacked the facilities needed to handle traffic at Kansas City, while access to those facilities would not overcome the absence of an efficient route to CSXT's

network. The longer and slower alternatives over BNSF and CPKC would not provide an equivalent substitute. CSXT therefore could not compensate for missing line or facility access simply by lowering its rates or pursuing customers more aggressively. Shippers would remain without the effective independent alternative that the requested conditions are intended to preserve.

V. Commercial Basis for the Traffic Forecast and Service Opportunities.

Under my direction, CSXT's commercial team developed a traffic forecast for the requested KC-ESL condition based on customer freight information, existing traffic analyses, and its knowledge of the commercial opportunities that could be served through Kansas City. For intermodal traffic, the team used customer freight files, including customer data, BCO data, and commercial judgment to identify anticipated annual volumes by lane. For automotive and merchandise traffic, the team relied on a pre-existing analysis of opportunities to improve CSXT-BNSF interline routings and bypass Chicago, identifying traffic that could benefit from a Kansas City interchange.

For purposes of the intermodal forecast, the team applied opportunity-specific short-term and longer-term win rates.[1] Assuming a viable Kansas City terminal and routing solution, CSXT estimates that it could carry 56,767 intermodal units annually by year three. That forecast consists of 30,898 units diverted from NS, 24,769 units diverted from truck, and 1,100 existing units. With these rights, CSXT intends to provide intermodal service five days a week. CSXT would introduce competitive service in lanes, for example, connecting Kansas City with Atlanta, Detroit, and eastern Pennsylvania. These opportunities illustrate how Kansas City access could be used to connect shippers to destinations on CSXT's existing eastern network.

[1] See Kenney V.S. Exhibit HC-KC-ESL Volume Analysis.xlsx, Tab "Intermodal Opportunity"

For automotive and merchandise traffic, Kansas City access would permit CSXT to pursue a new interchange arrangement with BNSF. The team used an existing analysis of BNSF-CSXT traffic that could benefit from a shift in interchange location to identify traffic that would benefit from rerouting through Kansas City.[2] Of the 11 scenarios examined in that analysis, CSXT identified the Avon/Smithboro routings as the initial opportunity set because those routings include traffic that could potentially benefit from Kansas City interchange. Based on its knowledge of that traffic, CSXT assumed that {{ }} percent of the identified automotive opportunity and {{ }} percent of the identified merchandise opportunities could benefit from a Kansas City interchange. Those assumptions yield {{ }} automotive cars and {{ }} merchandise cars per day, for a total of 158 cars per day, or 57,670 annual car movements by year three. CSXT would need to negotiate with BNSF to obtain the rights necessary to implement these routings. Subject to obtaining those rights, CSXT intends to provide this service seven days a week.

These volumes represent interline traffic that could benefit from rerouting through Kansas City. For many eastern destinations, those existing routes are indirect. Access to Kansas City would allow CSXT to seek a more direct joint service with BNSF that better fits those customers' needs and provides a routing comparable to the existing NS and UP–CSXT options between Kansas City and points east.

CSXT does not currently plan to operate local service directly on the joint line. Instead, CSXT would seek to serve Kansas City and Missouri local markets through interchange and coordination with Kansas City Terminal Railway Company ("KCT") and other shortline carriers, including Missouri & Northern Arkansas Railroad Company ("MNA"), operating in the Kansas

[2] See Kenney V.S. Exhibit HC-KC-ESL Volume Analysis.xlsx, Tab "HC BNSF-CSX Shift Analysis"

City metropolitan area. CSXT also would pursue partnerships with the other Class I railroads serving the region.

These connections are important because corridor access would have commercial value beyond a single bilateral relationship. CSXT could use it to develop multiple interline options and to reach customers through connecting carriers. As those relationships mature and new commercial agreements are established, CSXT would expect opportunities for additional intermodal and carload growth beyond the initial forecast period.

VI. CSXT Is Better Positioned Than CN to Preserve Competition.

I understand that UP and CN entered into a memorandum of understanding on July 22, 2026, under which UP agreed to grant CN certain rights in the Kansas City area. UP and CN assert that this would address some transaction-related competitive concerns.

In my commercial judgment, granting CN access to Kansas City would do little to preserve existing competition on the KC-ESL corridor or address the foreclosure risks that this transaction raises. The relevant question is not only whether another railroad could reach Kansas City. It is whether that railroad could restore competition to connect Kansas City and KC-ESL long-haul traffic with the eastern origins and destinations that the transaction would eliminate.

CSXT's network overlaps substantially with NS's network in the eastern United States. That overlap places CSXT in a distinctive position to offer alternatives for shippers that could lose effective competition if UP acquired NS. CN does not have the same network overlap with NS. Its Kansas City access therefore would not substitute for the lost competition for the eastern traffic that CN cannot serve. CSXT would therefore be better positioned than CN to be the recipient of these conditions.

* * *

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 effective CSXT access between Kansas City and East St. Louis, together with the supporting access needed to offer commercially competitive service. That would give shippers a measure of competition that the transaction otherwise would threaten.

VERIFICATION

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

Executed this 17th day of November, 2026.

/s/ Maryclare Kenney
Maryclare Kenney

APPENDIX 1

[REDACTED]

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 36873 (SUB-NO. 51)

CSX TRANSPORTATION, INC.
—PARTIAL ACQUISITION, LEASE, AND OPERATION—
UNION PACIFIC RAILROAD COMPANY
BETWEEN EAST ST. LOUIS, IL AND KANSAS CITY, MO

EXHIBIT 12B

VERIFIED STATEMENT OF
JULIE M. CAREY

TABLE OF CONTENTS

I. Introduction and Summary of Opinions 3

II. The Kansas City/East St. Louis Corridor is a Critical Rail Corridor 4

III. The Proposed Merger Would Reduce Shippers' Options Between KC-ESL 5

IV. Competitive Harm from Substantial KC – ESL Overlap from a Combined UP/NS 8

A. Lessening of Geographic Competition in the Key Midcontinent ESL and KC Region 8

B. Reduced Within Corridor Competition 11

C. The Combined UP/NS Would Have the Ability and Incentive to Foreclose Competitors 16

V. Granting CSXT an Interest in the Kansas City Line and the Neff Yard and Terminal Would Benefit Competition 18

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 between Kansas City, MO and East St. Louis, IL, and to assess the likely competitive effects of CSXT's proposed responsive condition for that region. My CV accompanies my Verified Statement in support of *CSX Transportation, Inc.'s Comments to the Revised Merger Application*.[1]

My opinions are based on my review and analysis of traffic tape data, waybill data, and other record and publicly available materials, as cited throughout this statement. In summary, granting CSXT an interest in the UP's lines between Kansas City and East St. Louis, a lease of Neff Terminal with an option to purchase, up to 100% lease of Neff Yard with an option to purchase, and NS's 8.33% interest in the Kansas City Terminal Railway ("KCT") would ameliorate lessening of horizontal competition and partially constrain the potential traffic foreclosure for traffic along this route by UP/NS (and do so more effectively than CN), enhance competition, and will not have adverse competitive effects.

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

II. The Kansas City/East St. Louis Corridor is a Critical Rail Corridor

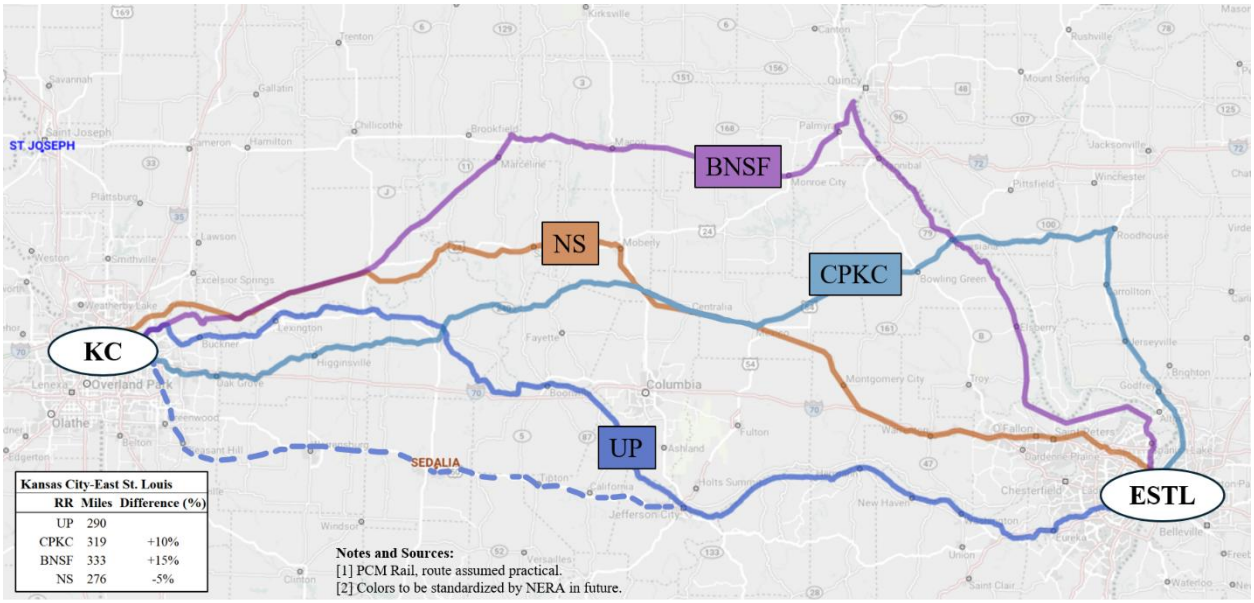
The corridor between Kansas City and St. Louis links an important watershed market with one of the largest rail gateways in the country. Kansas City is a significant location in the Mississippi River watershed, with the origin or destination of {{ }} of rail traffic, of which around {{ }}[3] is between Kansas City and eastern locations. While UP and NS acknowledge the watershed region as important "central interchange gateways" for the entire U.S. rail network,[4] they do not acknowledge Kansas City's important distinction as the only East-West Gateway in which both major Eastern and Western Class-1 Carriers are not present.

The East St. Louis ("ESL") gateway is the second largest rail gateway in the country, serving approximately {{ }} and functioning as an interchange point for all six Class I carriers. Separate from Kansas City local traffic, the KC-ESL corridor is a primary route to and from this gateway for through traffic, with approximately {{ }} of ESL gateway traffic also traversing the KC-ESL corridor.[5] Approximately {{ }} and {{ }} of Kansas City local traffic traverse the KC-ESL corridor annually.[6]

As shown in Figure 1 below, UP, NS, BNSF, and CPKC currently operate rail lines that can connect KC-ESL.

[2] Carey HC-WP KC ESTL Routes.xlsx.
[3] Carey HC-WP KC ESTL Routes.xlsx.
[4] Am. App. Vol. 1, at 13.
[5] Carey HC-WP KC ESTL Routes.xlsx.
[6] Carey HC-WP KC ESTL Routes.xlsx.

Figure 1: Kansas City and East St. Louis Route Options[7]



III. The Proposed Merger Would Reduce Shippers' Options Between KC-ESL

UP and NS operate overlapping lines between KC-ESL. This horizontal overlap means that post-merger, local shippers in the Kansas City area shipping east (and in St. Louis shipping west) would face a reduction in the number of carriers that can move their traffic between these two points.

Although multiple Class Is operate in the KC-ESL corridor, UP and NS own the two routes with the most direct access between these two points. NS's route is approximately 276 miles, and UP's route is approximately 290 miles. CPKC's and BNSF's shortest possible routings are respectively 10% and 15% longer than UP's (319 miles and 333 miles, respectively). And, the circuitous routes of BNSF and CPKC contain sharp directional changes that require slower train speeds in order to navigate the pointed turns, which exacerbates the longer route distances. Further, the trip between Kansas City and St. Louis on BNSF requires use of the Brookfield and Hannibal subdivisions. These lines do not reach the same top operational speed as the mainline

[7] Carey HC-WP KC ESTL Routes.xlsx.

subdivisions, like nearby Marceline.[8] Therefore, the actual operational difference between the BNSF route and the UP/NS routes is even greater than the mileage difference as the speed differences are exacerbated through the longer route mileage, resulting in even larger operational differences.

Likely related to this routing advantage, and as shown in Figure 2 below, UP and NS together control the majority of traffic traversing the KC-ESL corridor across for all manner of traffic traversing the corridor. Their combined share ranges from {{ }} depending on the traffic type: {{ }} by carloads and {{ }} by revenue for KC-St. Louis local traffic; {{ }} respectively for KC-East via ESL traffic; {{ }} respectively for St. Louis-West via KC traffic; and {{ }} by both carloads and revenue for "passthrough" moves that originate and terminate on either side of Kansas City and East St. Louis while passing through the corridor.[9]

[8] *See BNSF Network Map*, BNSF.com, https://www.bnsf.com/bnsf-resources/pdf/ship-with-bnsf/maps-and-shipping-locations/bnsf-network-map.pdf (last visited November 14, 2026); *see also* National Transportation Safety Board, BNSF Ry., *Chicago Division Timetable No. 2, Marceline Subdivision Mainline & Brookfield Subdivision & Hannibal Subdivision* (updated Jan. 11, 2022) https://data.ntsb.gov/Docket/Document/docBLOB?ID=15829382&FileExtension=pdf&FileName=Timetable%20No.%202%20-%20Chicago%20Division%20-%20Marceline%20Sub-70R0M73-Rel.pdf.

[9] Categorization based on traffic tape data and most efficient route using PC Miler rail.

Figure 2: UP and NS Shares Traversing the KC-ESL Corridor[10] {{

}}

Alternative routings going around the KC-ESL corridor are substantially less direct and often not viable options for many categories of traffic. For example, routing traffic originating in Kansas City via a Chicago corridor with BNSF would add 266 miles (+48%) for moves involving Louisville, KY and up to 76 miles (+6%) for moves involving Philadelphia, PA. Moves with CPKC are even longer.[11] In addition, these alternative routes have additional impediments from lower train speeds required to maneuver the circuitous BNSF or CPKC route segments between KC and ESL.

Existing revealed preferences show that alternative routes to UP or NS between KC and ESL are substantially inferior. Currently, for traffic interchanged between BNSF and CSXT and NS in East St Louis, the primary movement is {{ }} to multiple eastern locations, however this traffic only accounts for about {{ }}[12] of the {{ }}

[10] Carey HC-WP KC ESTL Routes.xlsx.
[11] Carey HC-WP-KC_ESTL_Routes.xlsx.
[12]Carey HC-WP-KC_ESTL_Routes.xlsx.

of passthrough traffic in Figure 2 above. Further, there is only about {{ }} in revenue for BNSF traffic between Kansas City and Eastern locations which {{ }}[13] Given the current railroad operations, the BNSF route between Kansas City and East St. Louis is not able to replace UP with any interline routes involving CSXT.

Finally, NS maintains operational authority over BNSF for parts of the Brookfield subdivision. On that subdivision, between Maxwell Jct. and Birmingham (about 38.5 miles), BNSF traverses NS track and therefore NS timetables prevail over BNSF and NS controls dispatching rights.[14] Adding to the potential for operational disruptions, the NS Wabash line crosses the BNSF Hannibal line on the western side of the Mississippi River. There is a diamond that controls the crossing traffic, which is also controlled by NS, meaning that NS may force BNSF trains to wait at NS's discretion.[15] These examples highlight the many opportunities a combined UP/NS would have to degrade or impede a BNSF-CSXT interline rival Post-Transaction.

IV. Competitive Harm from Substantial KC – ESL Overlap from a Combined UP/NS

A. Lessening of Geographic Competition in the Key Midcontinent ESL and KC Region

In my Verified Statement in support of *CSXT's Comments to the Revised Merger Application*,[16] I analyze the harm to geographic competition from the proposed transaction by modifying Dr. Bailey's 50/10 analysis to make necessary corrections[17] and to evaluate it with a more stringent 50/5-9 test due to the particularly high shares of a combined UP/NS.

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[13] Carey HC-WP-KC_ESTL_Routes.xlsx.
[14] BNSF Railway, *Chicago Division Timetable No. 7 In Effect at 0800 Central Continental Time September 8, 2010*, Friends of the Burlington Northern Railroad (FOBNR), https://fobnr.org/wp-content/uploads/2021/06/CHICAGO-07-090810.pdf (last visited November 14, 2026), at p. 13 ("Between Maxwell Jct. and Birmingham NS RR Rules, Timetable and Special Instructions Govern").
[15] Bill Stephens, *Union Pacific to gain trackage rights over Norfolk Southern's former Wabash in Missouri, Illinois*, TrainsPRO (April 12, 2019), https://www.trains.com/trn/news-reviews/news-wire/12-union-pacific-to-gain-trackage-rights-over-norfolk-southerns-former-wabash-in-missouri-illinois/.
[16] *See* CSXT Comments V.S. Carey at 78-84.
[17] Dr. Bailey includes many unsupported assumptions in her 50/10 analysis. As discussed in Sections IV and V of my VS responding to the UP/NS Application, for example, she excludes certain commodities because they are not

To demonstrate the substantial lessening of geographic competition, I looked at the East St. Louis and Kansas City BEA implications from the proposed UP/NS transaction. I present in Figure 3 below the results of my corrected geographic competition analysis for the East St. Louis and Kansas City BEA. Figure 3 shows that the combined UP/NS fails the 50/5-10 screen for numerous products for both the destination and the source competition into and out of the BEA areas, involving metals, clay, chemicals, motor vehicles, and intermodal traffic.[18] In total the 50/10 screen failures affect approximately {{ }} in traffic revenues and {{ }} carloads for these moves.[19]

rate-regulated, which does not mean that a transaction will not lessen competition. In addition, she has no support for the analysis of commodities at a four-digit STCC level or for her inclusion of trucking and other intermodal competitors. *See* CSXT Comments V.S. Carey at 55-69.

[18] Carey HC-WP-Source & Destination Competition.xlsx.

[19] {{ }} See Carey HC-WP-Source & Destination Competition.xlsx.

Figure 3: Harm to Geographic Competition in the East St. Louis and Kansas City BEAs (2023)[20] {{

}}

In conclusion, my correction to Dr. Bailey's geographic competition analysis demonstrates a lessening of competition from the combined UP/NS.[21] These results demonstrate that the transaction's loss of independent UP and NS competition is not limited to a small number of individual routes, but extends across numerous commodity markets in which the combined carrier would hold a majority position and shippers would face fewer independent rail alternatives.

B. Reduced Within Corridor Competition

In my Verified Statement in support of *CSXT's Comments to the Revised Merger Application*,[22] I analyze the harm to horizontal overlapping rail segments from the proposed transaction by modifying Dr. Bailey's within corridor analysis to make necessary corrections.[23] I

[20] Carey HC-WP-Source & Destination Competition.xlsx.
[21] The results of this screen are conservative because they focus on the Harrisburg BEA. Other terminals in the area are a part of larger BEAs that encompass non-Eastern Pennsylvania locations.
[22] *See* CSXT Comments V.S. Carey at 78-84.
[23] Dr. Bailey includes many unsupported assumptions in her 50/10 analysis. As discussed in Sections IV and V of my VS responding to the UP/NS Application.

analyze all corridors to evaluate the lessened competition and make railroad specific corrections including those made to the 50/10 analysis. Substantial traffic revenues would face lessened competition from horizontal rail segment overlaps from the corrected within-corridor analysis. Below I summarize the affected traffic involving the KC-ESL UP and NS overlap, totaling {{

}}.

Figure 4: Harm from Within Corridor Reduction in Competition (2023)[24] {{

[24] Carey HC-WP-Within_Corridor_Analysis.xlsx.

}}

Additionally, 4-to-3s also raise concern for lessening of competition from horizontal overlap segments, particularly with regard to Class I related interline partnerships and rail route options. As an example between Kansas City and St. Louis BEAs, Dr. Bailey assumes "at least two other carriers also operate single-line service on the corridor" (CPKC and BNSF) but does not evaluate if they are economically feasible alternatives to UP and NS.[25] There is about {{ }} in 4-to-3 traffic potentially impacted in this KC-ESL traffic corridor. Further, as noted above, when the two merging entities are the only effective substitutes to each other, as is the case for UP and NS in the KC to ESL corridor, the loss of competition is more acute. The remaining route alternatives are not necessarily economically feasible. Finally, no build out of a rail line between St. Louis and Kansas City can be expected in the future given the prohibitive costs and rights that would be required. As such, any potential loss of horizontal competition will likely be permanent lasting and should be considered when contemplating lost independent rail options.

[25] Am. App. Vol. 2, at 64-65 (V.S. Bailey ¶ 128) ("[A]t least two other carriers also operate single-line service on the corridor so Kansas City - St. Louis is not flagged for further review.").

4-to-3 Corridors {{

}}

Due to the ineffective and infeasible route alternatives for BNSF and CPKC as compared to UP and NS's direct and shorter routes, the proposed transaction would result in substantial competitive harm. For this reason, for a complete competitive assessment of the proposed transaction, one needs to evaluate all corridors and not just 3-to-2 and 2-to-1s. Further, as such an important gateway, it is potentially possible for even 4-3 reduction in independent route alternatives to pose a competitive harm, as previously 4 independent routes would necessarily involve interchange with at least one the Class-1 carriers at the location, therefore allowing existing shippers full use of existing competitive balance.

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

As I explain in my Verified Statement in support of *CSXT's Comments to the Revised Merger Application*,[26] having an independent rail option is critically important to ensure effective competition. The Board's historical reliance on independent rail options for effective competition requires true independent rail options on all route segments.

Today, UP acts as a neutral interchange partner with CSXT for joint line moves traversing the KC-ESL corridor. If the transaction were approved, UP/NS would have both the incentive to divert that traffic to its own single-line movements and the ability to make that diversion effective.[27]

If the transaction is approved, a combined UP/NS would have the unified incentive and ability to foreclose CSXT from competition for CSXT dual-served locations in the United States involved in traffic moves to and from locations where UP has sole-served shippers or where shippers lack alternatives to UP. This is particularly relevant for passthrough traffic between the

[26] *See* CSXT Comments V.S. Carey at 13-15, 45-49, 70-78.
[27] 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.

western and eastern U.S. regions that use the KC-ESL segment with UP and NS's shortest and most direct routes uninhibited by the route circuity intrinsic to the alternative railroads.

Post-transaction, conversely, a combined UP/NS would have a direct financial incentive to favor its own western service over service provided by BNSF, because it would capture revenue on both legs of a UP/NS movement rather than only the eastern leg of an interline movement. Therefore the combined-UP assets in the west and NS assets in the east would provide the merged entity with an increased and unified incentive and ability to reduce competition and harm shippers by disadvantaging competing interline service on the U.S. segments of these moves through a profitable pricing strategy.

For example, there are approximately {{ }} carloads—comprising {{ }} of CSXT's ESL interchange traffic— which is UP/CSXT interline traffic via KC-ESL. Of that traffic, over {{ }} serves locations dual-served by CSXT and NS, making it highly vulnerable to foreclosure by a combined UP/NS.[28] In total, the sole served portion accounts for about {{ }} million in Class-1 revenue, with overall CSXT KC-ESL traffic accounting for {{ }} in Class-1 revenue. [29] The same phenomenon exists for any traffic that is currently carried by NS for interchange with BNSF.

The concentration of CSXT's interchange traffic in East St. Louis with UP is evidence of the shippers and railroad's revealed preference for that routing, and how they view whether economically viable alternatives exist. BNSF cannot effectively substitute for UP on this traffic. Therefore, a combined UP/NS would therefore face limited constraint from BNSF or CPKC if it chose to divert passthrough and interline traffic to its own single-line service, and shippers and

[28] {{
}} Carey HC-WP KC ESTL Routes.xlsx.
[29] Carey HC-WP KC ESTL Routes.xlsx.

CSXT would have no practical alternative route over which to preserve the competition that exists today.

V. Granting CSXT an Interest in the Kansas City Line and the Neff Yard and Terminal Would Benefit Competition

CSXT's proposed conditions partially address the competitive harm caused by the proposed transaction and provide the best available remedy for competition lost on the KC-ESL corridor. CSXT seeks a 50% ownership interest in UP's lines on the corridor (as detailed in the Operating Plan, this consists of UP's Jefferson City subdivision, the Sedalia subdivision, the River subdivision, the KC Metro (Neff) subdivision, and the KC Metro (Sheep Jump) subdivision) (collectively, the "Kansas City Line"). Granting CSXT a 50% ownership interest in UP's Kansas City Line, leasing rights for Neff Yard and the Neff Terminal, and NS's 8.33% interest in KCT, would introduce CSXT as a new single-line competitor on the KC-ESL corridor. This will could restore the number of direct competitive options available to shippers while helping to reduce some of the vertical foreclosure risk that a combined UP/NS would otherwise be able to exploit.

Rather than leaving shippers with only the geographically disadvantaged BNSF and CPKC alternatives post-merger, CSXT would emerge as a genuine new single-line competitor between KC and ESL. The proposed conditions therefore do not expand CSXT's competitive position beyond what the pre-transaction market already afforded shippers through UP and NS's independent presence. They would restore it.

CSXT's request is deliberately limited in scope. By seeking only a 50% ownership interest in UP's Kansas City Line rather than full ownership or an outright divestiture, CSXT's proposed conditions would leave UP with a continued ownership stake in and full operational access to the line. UP would remain able to serve local shippers and operate its existing traffic over the corridor

without interruption. The conditions would help restore competition without displacing the incumbent carrier.

Access to Neff Yard and Terminal as well as the acquisition of NS's interest in KCT are essential complements to CSXT's proposed ownership interest in the Kansas City Line and are independently procompetitive. Neff Yard and Terminal serve as critical Kansas City terminal facilities through which traffic entering or exiting the Kansas City Line must flow. NS's interest in KCT is necessary to effect interchange in Kansas City. Without these conditions, CSXT's single-line operating rights over the Kansas City Line would be operationally meaningless, as CSXT would have no practical ability to originate or terminate movements on the corridor.

No other third-party has proposed a condition regarding UP and NS's overlapping KC-ESL lines that accomplishes all of these benefits. CN also seeks access into Kansas City via many of the same conditions that CSX is seeking. On July 22, 2026, CN and UP entered into a Memorandum of Understanding ("MOU") which UP and CN claim will remediate the competitive harms resulting from the proposed transaction, including by granting CN rights over UP's Kansas City line.

Union Pacific CEO Jim Vena describes those provisions as procompetitive because they give "expanded access and operating rights to a tough competitor," while CN CEO Tracy Robinson states that, in the face of industry consolidation, customers must continue to receive "meaningful competition and choice" and "competitive access to key markets, including Kansas City."[30] Thus, UP and CN's statements thus suggest that preserving competition requires giving an independent railroad the access and operating rights necessary to replace options eliminated by the merger.

[30] *Union Pacific and CN Reach Agreement to Expand Customer Opportunities in Connection with Merger*, CN News Articles (July 22, 2026) https://www.cn.ca/en/news/2026/07/union-pacific-and-cn-reach-agreement-to-expand-customer-opportun/.

However, to achieve these aims that UP states are desirable, CSXT is the superior candidate to receive conditions on the KC-ESL corridor. CSXT is best positioned to help mitigate the competitive harms stemming from the proposed merger. Unlike CN, CSXT already broadly serves the eastern network locations that NS serves today, making CSXT uniquely capable of replicating NS's competitive role for both local KC-ESL traffic and passthrough traffic moving between the eastern and western United States. CN's ownership of, or access via trackage rights, over UP's Kansas City Line address CN's own competitive positioning but would do little to restore the competitive check that NS currently provides against UP for traffic flowing to eastern destinations.

For example, UP and NS together hold a combined share of {{ }} of passthrough traffic, both by carloads and by revenue, for traffic moves using the KC-ESL segment to travel between the eastern and western United States. This is precisely the category of traffic for which CN could not adequately cure the competitive harm. CN does not serve the same eastern network locations that NS serves, and CN's ability to replicate NS's competitive role for passthrough traffic is therefore structurally limited.[31]

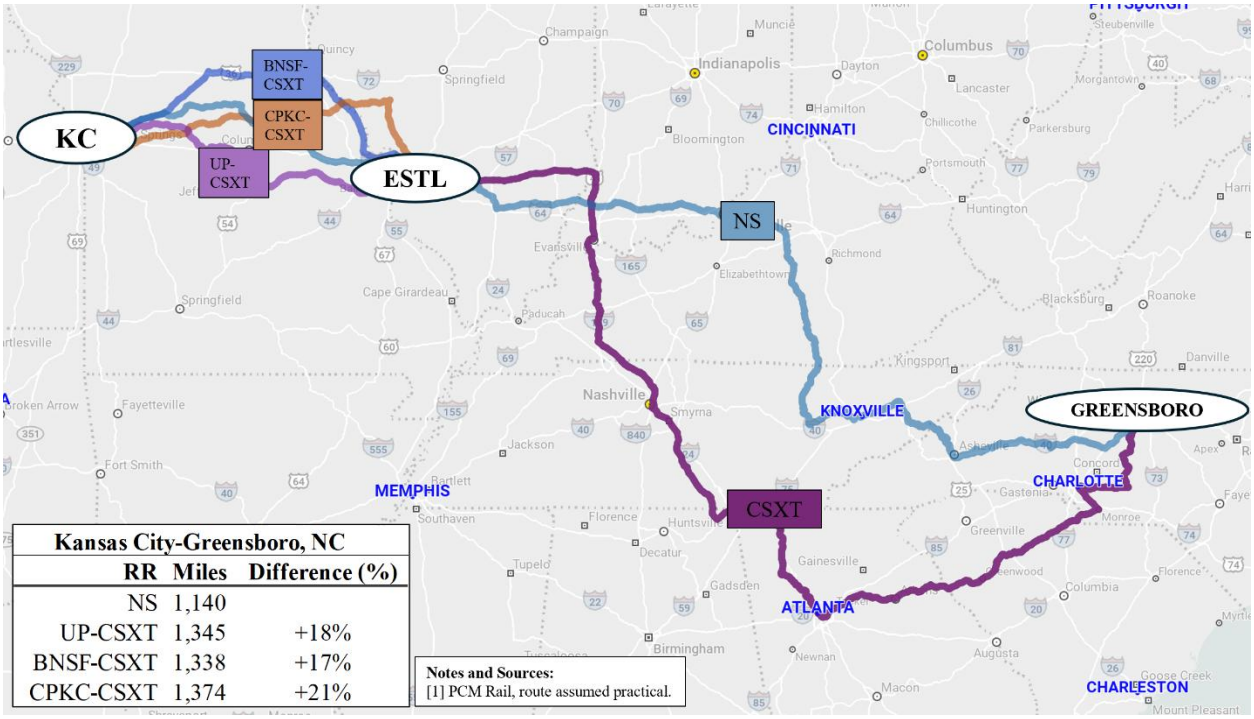
Figure 5: Kansas City East St. Louis Corridor - Traffic and Revenue on Eastern Side of Moves - by CN BEA Accessibility (2023)[32] {{

}}

[31] Carey HC-WP KC ESTL Routes.xlsx.
[32] Carey HC-WP KC ESTL Routes.xlsx.

A further geographic dimension reinforces why CSXT, and not CN, is the appropriate beneficiary of conditions on UP's line on the KC-ESL corridor. The Kansas City-to-Greensboro, NC corridor is the {{ }} of traffic passes through the KC-ESL corridor. CN is unable to access Greensboro, meaning that CN could not address the competitive harm to shippers on that corridor at all. Alternative routings to Greensboro via BNSF-CSXT are approximately 17% longer than the NS routing and approximately 18% longer than the NS routing via UP-CSXT, making those alternatives ineffective substitutes. CSXT, by contrast, already serves Greensboro and the broader eastern network that NS serves today, making CSXT uniquely positioned to restore the competitive dynamic that the transaction would otherwise eliminate.[33]

Figure 6: Kansas City to Greensboro, NC Route Options Interchanging through East St. Louis[34]



[33] Carey HC-WP KC ESTL Routes.xlsx.
[34] Carey HC-WP KC ESTL Routes.xlsx.

CSXT intends to use its proposed ownership interest in the Kansas City Line, along with access to Neff Yard, Neff Terminal, and KCT, to operate multiple daily train pairs transporting both intermodal and carload freight between East St. Louis and Kansas City. In Kansas City, CSXT would originate and terminate intermodal traffic at Neff Terminal and carload traffic at Neff Yard, marshaling traffic from KCT and other connecting railroads for movement east over CSXT's existing network. Carload traffic is expected to consist of a mix of freight types, with the majority of interchange traffic moving in autorack equipment reflecting the corridor's importance to the automotive sector. CSXT believes sufficient freight exists to support multiple train pairs, including automotive, merchandise, intermodal, and unit train traffic.

This plan is affirmatively procompetitive. CSXT intends to serve local Kansas City and Missouri markets while also improving interline options for all customers through coordination and partnership with other railroads operating in the Kansas City metro area. Critically, CSXT's entry into the Kansas City market would reduce UP and NS's ability to leverage or bundle Kansas City market access into contract negotiations for other traffic. CSXT also sees potential for new interchanges in Kansas City with BNSF, CPKC, KCT, and potentially UP/NS, further expanding competitive options for shippers across the region.

If, as UP and CN contend, "meaningful competition and choice" are enhanced by giving CN access to Kansas City, that rationale applies with greater force to CSXT: granting CSXT a 50% interest in UP's Kansas City Line, leasing rights to UP's Neff Yard and Neff Terminal, and NS's ownership interest in KCT will not result in any lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States. By introducing CSXT as a new single-line competitor on the KC-ESL corridor, the conditions would help restore lost competitive options for shippers, reduce some of the risk of vertical foreclosure,

preserve UP's continued access to the line, and produce tangible benefits for the shippers and communities that depend on robust rail competition between Kansas City and East St. Louis.

EXHIBIT 13

Kansas City – St. Louis Operating Plan

I. Qualifications and Responsibilities

A. James Charles Cunningham (Charlie)

My name is James C. Cunningham (Charlie). 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, including separate stints in the railroad Operations and Contracts & Joint Facilities Departments at BNSF Railway Company ("BNSF"), a Class I railroad, and in business development in the Rail Group at the Port Authority of New York and New Jersey, of the third largest port in the United States, and 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 going through 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 BNSF's major classification yard in the State of California, a hump yard in Barstow. 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 the 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") but including all of the then seven Class I railroads; working on agreements between BNSF, other railroads and ports, analyzing the

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

Then, as a Business Development Manager at the Port Authority of New York and New Jersey ("PANYNJ"), I interacted with Operations, Marketing and Service Design management staffs at CSX, Norfolk Southern ("NS") and Conrail 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/from PANYNJ. In addition, I assisted with the ongoing capacity planning and infrastructure review of Conrail's tracks, including its hump classification yard in northern New Jersey, Oak Island Yard, 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. RLBA features more than 70 years of experience in providing expert economic analytical and valuation services to a nationwide group of clients representing every principal segment of the economy. RLBA is a Delaware corporation headquartered in the Washington, DC metropolitan area. In my time at RLBA I have worked on myriad project types including litigation support as an operations and economic damages expert as well as operations planning and valuations.

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

B. Scope of Engagement

Crowell & Moring, on behalf of CSX Transportation, Inc. ("CSXT"), retained RLBA to provide railroad operations planning and strategic analyses concerning conditions CSXT seeks in connection with the proposed Union Pacific–Norfolk Southern ("UP/NS") merger. This assignment includes developing an operating plan and assessing the operational requirements, impacts, and anticipated benefits of CSXT's responsive applications concerning requested divestiture, some partial and some complete, of certain rail assets and terminal company ownership located along the corridor between Kansas City, MO and East Saint Louis, IL, as described in more detail later in this report.

C. Preparation of Operating Plan

RLBA worked with CSXT employees including those in Operations, Sales & Marketing and Service Design to assess potential future volumes CSXT could gain from NS and truck conversions in the Kansas City area as well as intermodal and manifest interchange from western carriers through the Kansas City gateway.

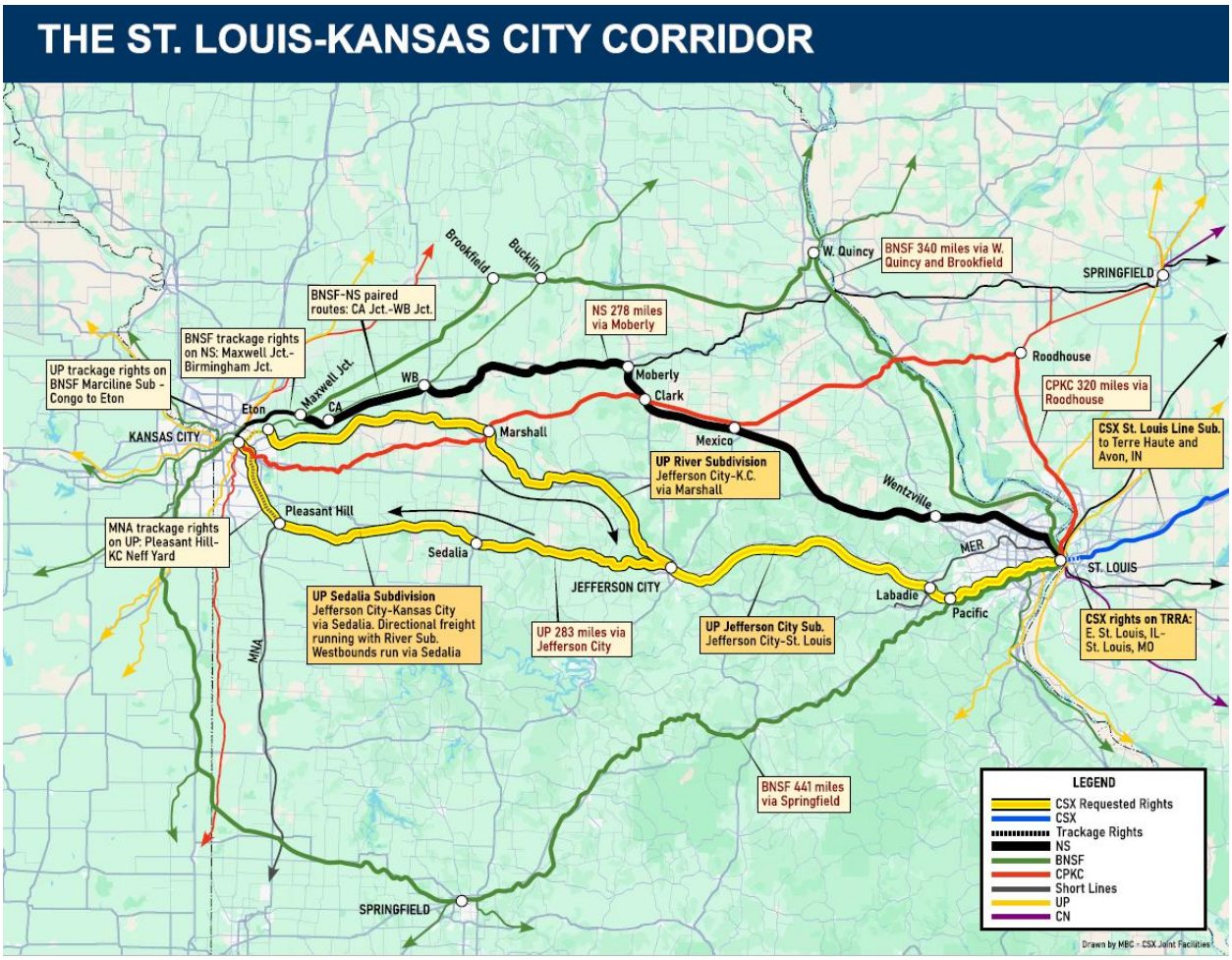
II. Introduction

A. Requested Condition

CSXT requests that the United States Surface Transportation Board ("STB") condition approval of the proposed transaction between UP and NS on the transfer to CSXT of: a 50% undivided ownership interest in the Union Pacific railroad line extending between UP Neff Yard in Kansas City, MO and the end of UP's owned line as it connects to the west end of the MacArthur Bridge in Saint Louis, Missouri consisting primarily of the UP KC Metro, River, Sedalia and Jefferson City Subdivisions (collectively, the "Kansas City Line") with the ability to serve all existing and future customers located thereon; up to a 100% lease with the option to purchase an undivided interest in UP's Neff Yard (manifest); and a lease with the option to purchase an undivided interest in Neff Intermodal Terminal in Kansas City, MO. CSXT also requests undivided ownership of all of NS's interest in Kansas City Terminal Railway ("KCT") and to operate the services described in the body of this Operating Plan below. UP/NS would continue to enjoy an additional route between Kansas City and St. Louis via the existing NS line via Moberly, MO as depicted in Exhibit 1 below.

Exhibit 1

The KC-ESL Corridor



B. Requested Interest In The Kansas City Line And Other Remedies

CSXT's requested remedies include a 50% interest in Union Pacific's (UP) lines between St. Louis, MO and Kansas City, MO. This joint ownership arrangement would be similar to CSXT's existing joint ownership with UP of the Villa Grove Subdivision between Dolton, IL and Woodland Junction, IL. The Kansas City Line includes the following segments:

- ***UP Jefferson City Subdivision*** between the connection of Terminal Railroad Association (TRRA) CP-Poplar South and the eastern terminus of the UP Jefferson City Subdivision MP 0.0 in the east and River Junction at UP MP 128.0 near Jefferson City, Missouri;
- ***UP Sedalia Subdivision*** between MP 128.0 at River Junction and MP 276.89 at Rock Creek Junction;

- ***UP River Subdivision*** between MP 128.0 at River Junction and MP275.69/BNSF MP 436.50 at Eton Junction;[1]
- ***UP River Subdivision*** between BNSF MP444.4 at Congo and MP 445/MP276.89 at Rock Creek Junction;
- ***UP KC Metro (Neff) Subdivision*** between MP 276.89/A276.8 at Rock Creek Junction and A279.0 Neff Yard; and
- ***UP KC Metro (Sheep Jump) Subdivision*** between MP276.89 at Rock Creek Junction and MP279.0 Neff Yard.

CSXT also seeks conditions granting it up to a 100% lease with the option to purchase an interest in UP's Neff Yard, and a 100% lease with the option to purchase an undivided interest in Neff Intermodal Terminal, and an undivided ownership of all of NS's interest in KCT.

C. Summary of Proposed Operating Plan

RLBA worked with CSXT Sales & Marketing and Service Design to estimate the volume CSXT could gain by operating over the Kansas City Line. RLBA assessed and confirmed the viability of CSXT's commercial projections based on analysis of the traffic tapes provided as part of this merger application and aggregated by CSXT's economic consultant, National Economic Research Associates, Inc. ("NERA"). The projected volume consists of traffic diverted from NS, with additional volume from truck-to-rail conversions. The estimate reflects anticipated traffic gains within three years after the STB grants the requested divestitures and includes both intermodal and manifest volumes. Intermodal volumes consist of a mixture of NS conversion traffic and Over-the-Road ("OTR") truck conversions. Manifest volumes consist of existing traffic volumes that currently flow from the west via Chicago or Smithboro, IL and would benefit from more efficient routing via the Kansas City Line.

The analysis projects that CSXT could operate **114,437** annual revenue carloads/containers within three years after the STB grants the requested remedy described herein. A summary table of the expected CSXT volumes across the Kansas City Line is shown below.

[1] CSX understands that UP uses trackage rights across the BNSF Marceline Subdivision between MP 275.69/BNSF MP436.5 at Eton Junction and BNSF MP444.2 at Congo and intends to negotiate with BNSF for similar trackage rights should the Board grant this condition.

Table One

Summary of CSXT Anticipated Annual Revenue Traffic on the Kansas City Line

{{

}}

Manifest traffic is expected to be balanced and is representative of movements in both directions in the table above. Intermodal revenue moves will move eastbound with slightly higher volumes but it is assumed that westbound moves will be balanced with empty equipment returns. With empty returns included the total annual container/carload volume is expected to be **118,904**.

Volumes three years post-STB decision and after are expected to grow based on CSXT's new presence in the Kansas City area and possible additional shifts in existing traffic from other gateways depending on negotiations with connecting carriers.

CSXT proposes that UP continue to dispatch and maintain the Kansas City Line under an agreement to be negotiated between the parties. It is further understood that UP operates the Kansas City Line in a directional running fashion between Kansas City and Jefferson City as illustrated above in Exhibit 1. CSXT would operate in the same fashion. After approval of this remedy by the STB, CSXT anticipates service beginning within {{ }}.

D. Scope of Operating Plan

This operating plan covers the proposed CSXT service between Kansas City and East St. Louis where trains would connect to the existing CSXT system to move east/west. Because initial and expected growth in volumes {{)}} a further analysis of the CSXT system was not warranted. Based on discussions with CSXT Operations and Service Design groups, RLBA anticipates no adverse impacts to CSXT's existing services as a result of this remedy being approved.

III. Data Sources and Methodology

A. Traffic Data Sources

Anticipated traffic expectations are best understood as two distinct processes, one regarding intermodal and one regarding manifest.

i. Intermodal Forecast

For intermodal forecast development an opportunity set was built using the following sources:

- Customer freight files;
- Beneficial Cargo Owner (BCO) truckload data, a proprietary database of BCO information collected and utilized by CSXT Sales & Marketing;
- Existing intermodal market intelligence and commercial knowledge within the CSXT Sales & Marketing, Operations and Service Design departments; and
- A joint NERA / RLBA effort to review, analyze and distill UP and NS traffic tape data that flows across the Kansas City Line in an effort to quantify the total conversion opportunity and utilize it as a check on CSXT's collected data.

Using these sources provided a total addressable market with which to apply an expected "win rate" representing the portion of the total addressable market CSXT believes it could capture within both a 1 – 3 year timeframe and a 5 year timeframe.

Because UP/NS Operating Plans projected 3 years out, this operating plan used the 1 – 3 year timeframe as the likely expected volume with which to analyze further.

The total addressable market can be further broken down into three sub-categories:

1. NS Conversions – traffic that is currently being shipped via rail on NS;

2. Truck Conversions – traffic that CSXT market intelligence suggests it could convert if it had access to Kansas City , and

3. Existing traffic – CSXT intermodal volumes that currently flow through an existing gateway but would become more efficient and competitive moving through the Kansas City Gateway.

NS Conversions were reviewed by information source and lane to assign specific short term (1 – 3 year) and long term (3 – 5 year) win rates. Short-term win rates ranged between {{ }} while long-term rates ranged between {{ }}. These win rates were relatively high due to the fact that they currently operate over rail, taking away one of the largest variables: whether the freight is rail competitive.

Truck conversion win percentages were much more conservative due to the fact that, again, one of the larger unknowns is whether the rail transportation mode will be competitive against trucks. In the short term, CSXT assumed a {{ }} conversion rate while the long term was allocated a {{ }} win rate. The secondary reason win rates on truck conversions were so low is due to the source material. Much of the truck conversion volumes came from BCO Truck optimizer data that has been known to be duplicative/overlapping. In order to prevent an overstated opportunity, CSXT used a conservative win rate in both the short- and long-term scenarios.

Existing volume was derived from opportunities with connecting carriers to move traffic via a more efficient lane. Appendix A summarizes the total opportunity and expected short term volume.

ii. Manifest Forecast

As with the existing intermodal volume, manifest traffic forecasts were derived from existing CSXT business with connecting carriers that currently moves through another gateway. In particular, CSXT has identified traffic that was interchanged with BNSF Railway in Chicago that moved to a more efficient route via Smithboro, IL. Some of these volumes, depending

on the lane, would further benefit from routing via the Kansas City Line with interchange occurring in Kansas City.

Because this is existing traffic, no win rate was applied. CSXT simply looked at the traffic by lane and assessed which carloads would benefit. The result was composed of both mixed manifest and finished automotive business and equated to a total annual opportunity of {{ }} in total traffic moving in both directions across the Kansas City Line. Table Two summarizes the total opportunity and expected short term volume.

Table Two
CSXT Manifest Volume Opportunity

{{

}}

B. Operating Data Sources

i. CSXT Trains per Day

RLBA utilized the outputs of the traffic forecasts detailed above to discuss likely train movements and schedules with CSXT Operations and Service Design departments. CSXT identified that consistent service should take precedence over optimal train size and labor utilization in the short term in order to establish a new service and show customers that CSXT is serious about competing for business using the Kansas City Line. As such, CSXT plans to operate {{ }}, in each direction, across the Kansas City Line {{

}}.

In the short term, these trains will be relatively small with expected average intermodal train size of approximately {{ }} feet and manifest trains averaging approximately {{ }} feet. CSXT operating dashboards indicate average train size of both manifest and intermodal trains in the current year to date (2026) and prior year to date (2025) average approximately {{ }} feet per train so there is ample room to accommodate additional business before additional trains are needed.

ii. Kansas City Line Capacity

To assess the hypothetical impact of CSXT's trains across the Kansas City Line, RLBA utilized the UP/NS Capacity model outputs.[2] UP/NS data was recorded showing:

- Base Case ("T1") – pre-merger operating volumes on UP and NS;
- Optimized Case ("T2") – volumes operating once UP and NS have merged their two systems; and
- Growth Case ("T3") – volumes expected once UP and NS have reached their expected efficiencies as a merged railroad.

RLBA understands that all three cases were derived using Oliver Wyman's MultiRail Software to develop likely train counts and remaining capacity by line or subdivision. The resulting outputs were provided in a summary spreadsheet and were used to show adequate capacity for CSXT's additional anticipated trains on the Jefferson City and Sedalia Subdivisions. UP/NS did not analyze the UP River Subdivision or UP KC Metro Subdivision. To analyze those, RLBA utilized the same capacity modeling methodology shown in UP/NS Gehringer/Orr workpapers utilizing UP track charts and timetables to establish accurate infrastructure assumptions.[3]

iii. Rail Terminals and Yards

CSXT operations on the Kansas City Line would impact Neff Yard (manifest) and Neff Intermodal Terminal on the western end of the line. In both cases, RLBA compared expected CSXT volumes with those anticipated by UP/NS in their merger application submissions. On the east end of the line, CSXT may either perform block swaps at Rose Lake Yard near St. Louis or operate directly to its hump yard in Avon, IN. Both yards are off the Kansas City Line and, therefore, were not subject to detailed analysis in this operating plan. In both cases,

[2] Gerhinger/Orr WP "UP Line-Of-Road Volume-Capacity Summary.xlsx"
[3] Gerhinger/Orr WP "UP Kansas City Timetable #5, UP St. Louis Timetable #6, UP Track Charts – KC Metro Subdivision, River Subdivision, Sedalia Subdivision, Jefferson City Subdivision; and "Line Capacity Methodology" PDF"

data and information provided by CSXT personnel indicated these facilities could handle the additional volumes coming to/from the Kansas City Line.

iv. Equipment, Crew and Maintenance Data Sources

Equipment, crew and maintenance assumptions were provided to RLBA by CSXT personnel utilizing internal CSXT documents, dashboards and other data sources.

v. Passenger Service

RLBA notes that Amtrak operates across the Jefferson City and Sedalia Subdivisions. UP/NS indicated in its operating plan that the Amtrak service operating across this line, the Missouri River Runner, would not be impacted pointing to its capacity analysis as summarized in the aforementioned "UP Line-Of-Road Volume-Capacity Summary.xlsx file."[4] RLBA utilized this file to add the projected CSXT trains to assess any impact on Amtrak that may occur with the additional CSXT trains added to the Kansas City Line.

C. Base Case and Forecast Cases

RLBA reviewed and utilized the UP/NS Base Case (T1) and forecast cases (T2/T3) along with the outputs from the UP/NS capacity analysis as the foundation with which to add projected CSXT volumes and analyze whether capacity issues were likely to arise in the 1 – 3 year timeframe post STB decision. However, with both the UP River and the UP KC Metro Subdivisions no capacity analysis was performed by the Applicants. As such, RLBA utilized UP timetables, track charts and train forecasts to perform its own capacity analysis on those two subdivisions.

RLBA compared anticipated CSXT trains with both the T2 and T3 applicant scenarios but chose to illustrate only the T3 comparison in the report as that is the ultimate steady state expectation according to the Applicants.

CSXT forecasts were developed using the methodology described above, but CSXT understands that there is additional traffic that it could win in the longer term including additional UP/NS conversions, truck conversions and existing traffic shifts; however, these additional sources of traffic are longer term and less certain and, as such, are not included in this operating plan.

[4] Am. App. Vol 2, at 760-61 (Second Errata V.S. Gehringer-Orr at ¶¶ 310-312).

D. Modeling and Calculation Methods

i. Capacity Modeling

To assess capacity on the Jefferson City and Sedalia Subdivisions, RLBA utilized the UP Line-Of-Road Volume Capacity Summary.xlsx file as its base to inform expected UP/NS utilization of these lines and available capacity for CSXT trains to utilize post-transaction.

It is important to note that the Sedalia and River Subdivisions operate as a directional running pair, similar to a double track railroad, with the caveat that Amtrak operates across the Sedalia Subdivision in both directions. The methodology employed in the Applicants' capacity modeling anticipates meets of conflicting train movements (bi-directional operations). UP/NS stated they did not review capacity on directional running lines, including the River Subdivision, but a capacity analysis of the Sedalia Subdivision was completed. RLBA assumes this was done because, while freight runs directionally, Amtrak runs against the flow of traffic on a daily basis across the Sedalia Subdivision. Because a capacity analysis of the River Subdivision was not completed, RLBA had to create its own utilizing UP timetables, track charts and volume data provided in the application. A directional flow formula was substituted in the model to adjust for differences in a bi-directional line and a single directional flow line.

The primary constraint on a line that runs directionally is the ability of a trailing train to follow at track speed without seeing a signal indication that requires it to slow down. The primary difference between this approach and Applicants' approach is the use of a headway factor rather than a spacing factor. The headway factor is calculated using the average train length and distance between signals. Outside of that change, the same methodology is used to model the River Subdivision.

A small portion of the UP KC Metro Subdivision is also required to connect the west ends of the River and Sedalia Subdivisions with UP Neff Yard and Terminal. This too was not modeled by the Applicants and RLBA adopted the methodology used by them to assess capacity.

ii. CSXT Train Length and Weight Assumptions

RLBA used the carload forecasts to arrive at a total short- and long-term container/carload forecast. It then worked with CSXT Service Design and Sales & Marketing personnel to arrive at train length and weight assumptions based on the desired service product CSXT intends to run on the Kansas City Line post-divestiture. In most cases, assumptions were based on well-established heuristics in the industry or CSXT averages provided from its internal metrics over the preceding two years.

iii. Yard and Terminal Activity

CSXT train operations would originate/terminate at Neff Yard or Terminal (dependent on train type) on the west end of the Kansas City Line and CSXT Rose Lake Yard located in East St. Louis, IL on the east end of the Kansas City Line.

RLBA utilized carload and truck/lift information provided by Applicants as a baseline for Neff Yard and Terminal utilization.[5] CSXT carload forecasts were added to applicant submission volumes to show increased activity in both terminals.

CSXT provided RLBA with total carload information at Rose Lake Yard over the past 12 months. CSXT forecasted volumes were added there, although car processing will not take place at Rose Lake Yard. Trains will either re-crew and operate to Avon, IN where CSXT has a large hump yard or may be block swapped to combine volumes at Rose Lake Yard before forwarding to Avon for processing.

iv. Equipment and Crew Assumptions

All crew and equipment assumptions were provided by CSXT personnel based on the carload forecasts created. They involve both new crew districts in Kansas City and St. Louis along with contract operations at Neff Intermodal Terminal and are detailed further later in this report.

v. Capital Needs

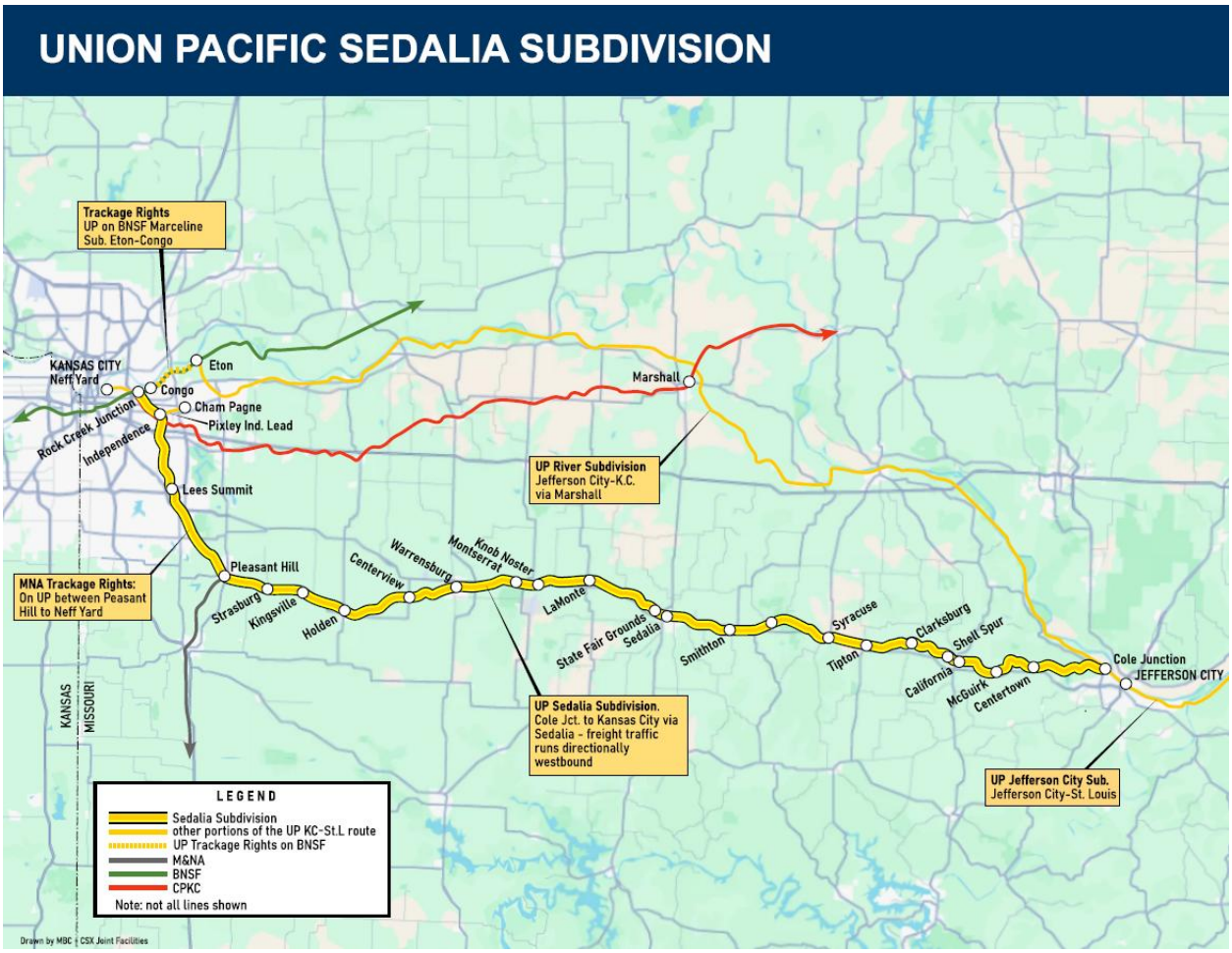
No explicit capital needs were identified after reviewing the capacity modeling. That said, CSXT plans to share use of Neff Yard with UP/NS and understands that the facility today operates as a hump yard. To the extent the parties cannot arrange for amicable joint use of Neff Yard, CSXT is willing to contribute capital to convert Neff Yard into a flat switching classification yard that can be bifurcated similarly to how BNSF and UP currently operate Avondale Yard in New Orleans, LA. CSXT has knowledge and recent experience with converting hump yards to flat switching yards and provided financial metrics to provide an order-of-magnitude estimate of the capital costs necessary to do so.

[5] Gerhinger/Orr WP "Consolidated Terminal Data.xlsx"

IV. Existing Lines, Terminals and Pre-remedy Operations of UP

A. Sedalia Subdivision

Exhibit 2
Sedalia Subdivision Map



The UP Sedalia Subdivision is an approximately 148 route mile line that stretches between Kansas City, MO (Rock Creek Junction at MP 276.89) and Jefferson City, MO (River Junction at MP 128.0). The entire line is operated as {{ }} with a freight speed of {{ }} from Independence Junction west. UP operates the line directionally with freight operating in a westbound direction. Ruling grade in the direction of movement is {{ }}.

UP's baseline usage of the Sedalia Subdivision as presented in the application is split into two sections:

- Between Rock Creek Jct. and Pleasant Hill UP operates {{ }}, and
- Between Pleasant Hill and River Jct. UP operates {{ }} trains per day.

These volumes initially drop in the Applicants' post-merger optimized plan but increase to {{ }} trains per day respectively in the growth plan.

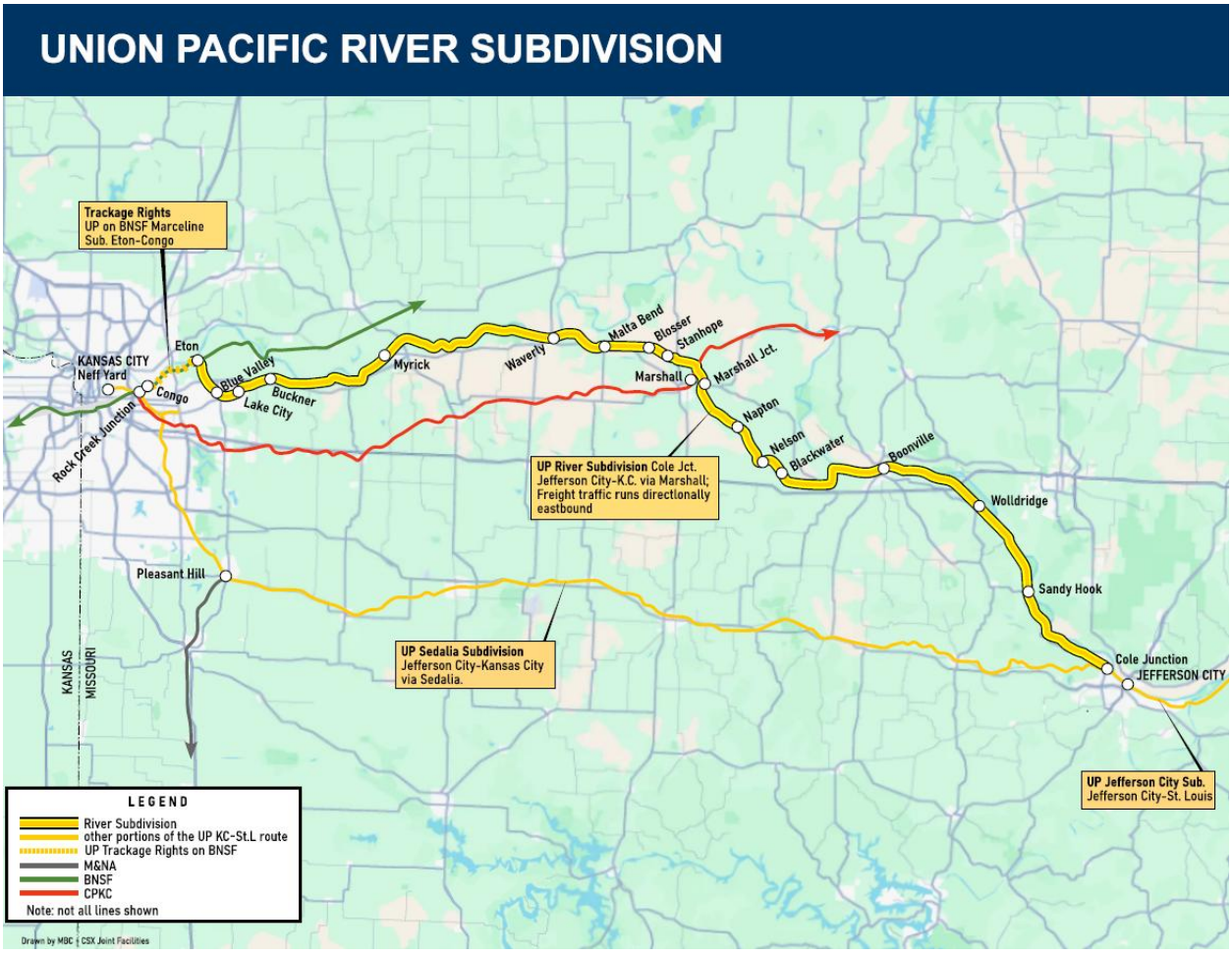
In addition, Amtrak operates across this line bi-directionally with one train in each direction.

The Missouri & Northern Railroad ("MNA") also has trackage rights on UP between Pleasant Hill, MO and Neff Yard.

B. River Subdivision

Exhibit 3

River Subdivision Map



The UP River Subdivision consists of approximately 147 route miles between Eton, MO where the line connects with the BNSF Marceline Subdivision at UP MP 276 and River Jct. at UP MP 128.[6] The River Subdivision is the eastbound complement to the Sedalia Subdivision's westbound flow. Main track authority on this line between River Jct. (MP128) and Lake City (MP 268) is {{ }} from MP 268 to Rock Creek Jct. Maximum authorized speed is {{ }} but speed restrictions along portions of the line range from {{ }} restrictions along portions of the line. Ruling grade in the direction of movement is {{ }}.

UP's baseline usage of the River Subdivision as presented in the application is split into two sections:

- Between Eton, MO and Marshall Jct. UP operates {{ }} trains per day, and
- Between Marshall Jct. and River Jct. UP operates {{ }} trains per day.

These volumes remain steady in the Applicants' post-merger optimized plan but increase to {{ }} trains per day in the growth plan.

BNSF Marceline Subdivision – UP utilizes trackage rights on the BNSF Marceline Subdivision to connect its River Subdivision with its owned track in Kansas City. CSXT will engage commercially with BNSF to negotiate trackage rights over the Marceline Subdivision. Should this condition be granted and CSXT and BNSF be unable to come to commercial agreement, CSXT will seek terminal trackage rights under 49 U.S.C. §11102(a).

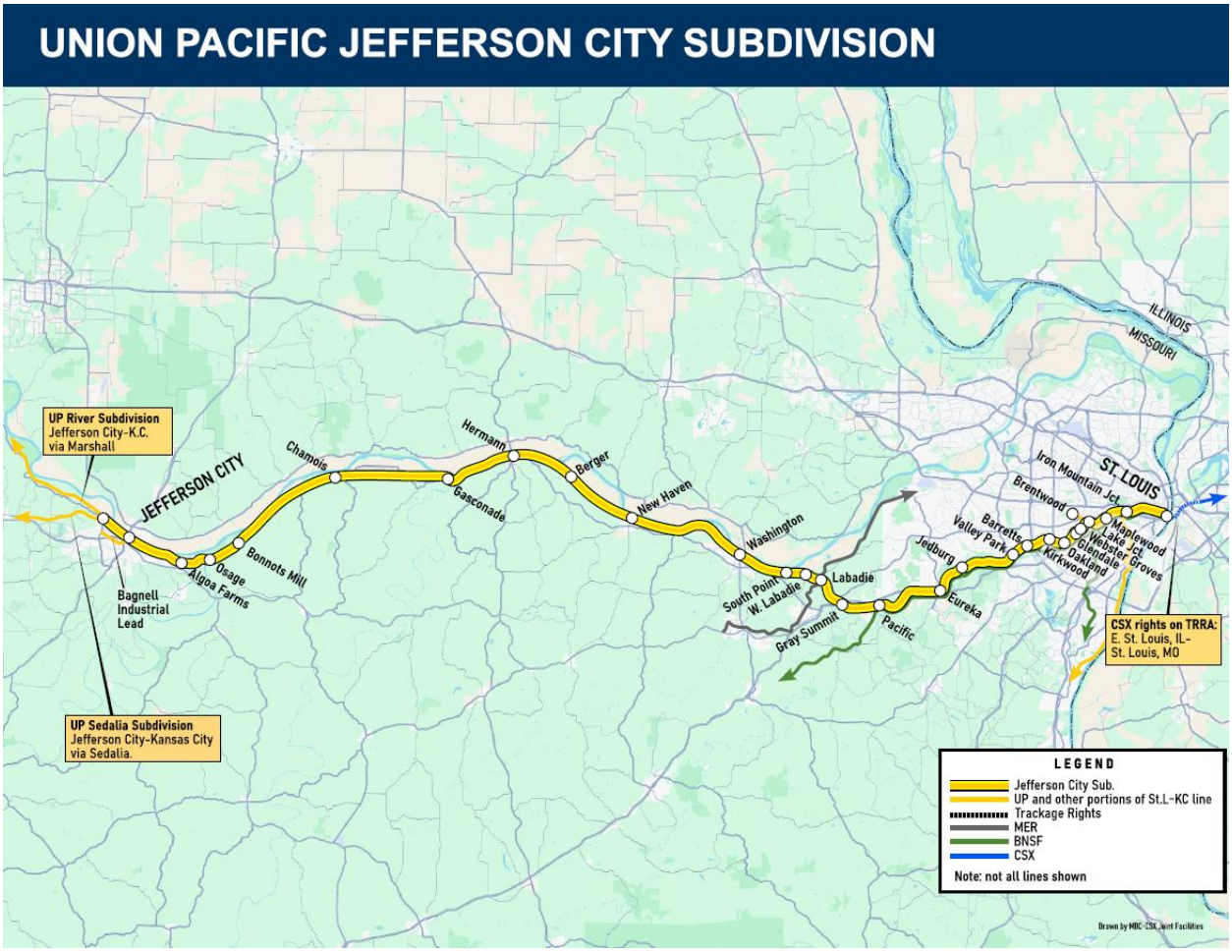
There are no passenger train or trackage rights operations on this line.

[6] Corridor mileage found in Gerhinger/Orr WP "C-Line Segment Tables vFinal."

C. Jefferson City Subdivision

Exhibit 4

Jefferson City Subdivision Map



The UP Jefferson City Subdivision consists of approximately 121 route miles between River Jct. at MP 128 and the eastern terminus of the Jefferson City Sub at MP 0.0 near its connection with TRRA's CP Poplar South.[7] This line runs bi-directionally as a double track mainline all of which is operated under CTC authority. Maximum authorized speed for freight is {{ }} but varies along the route with a low of {{ }} on a small section of track on the eastern end of the line. Ruling grade is {{ }} eastbound and {{ }} westbound.

UP's baseline usage of the Jefferson City Subdivision as presented in the application is split into two sections:

- Between Grand Ave. (St. Louis), MO and West Labadie, MO UP operates {{ }} trains per day, and

[7] Corridor mileage found in Gerhinger/Orr WP "C-Line Segment Tables vFinal"

- Between West Labadie, MO and River Jct. UP operates {{ }} trains per day.

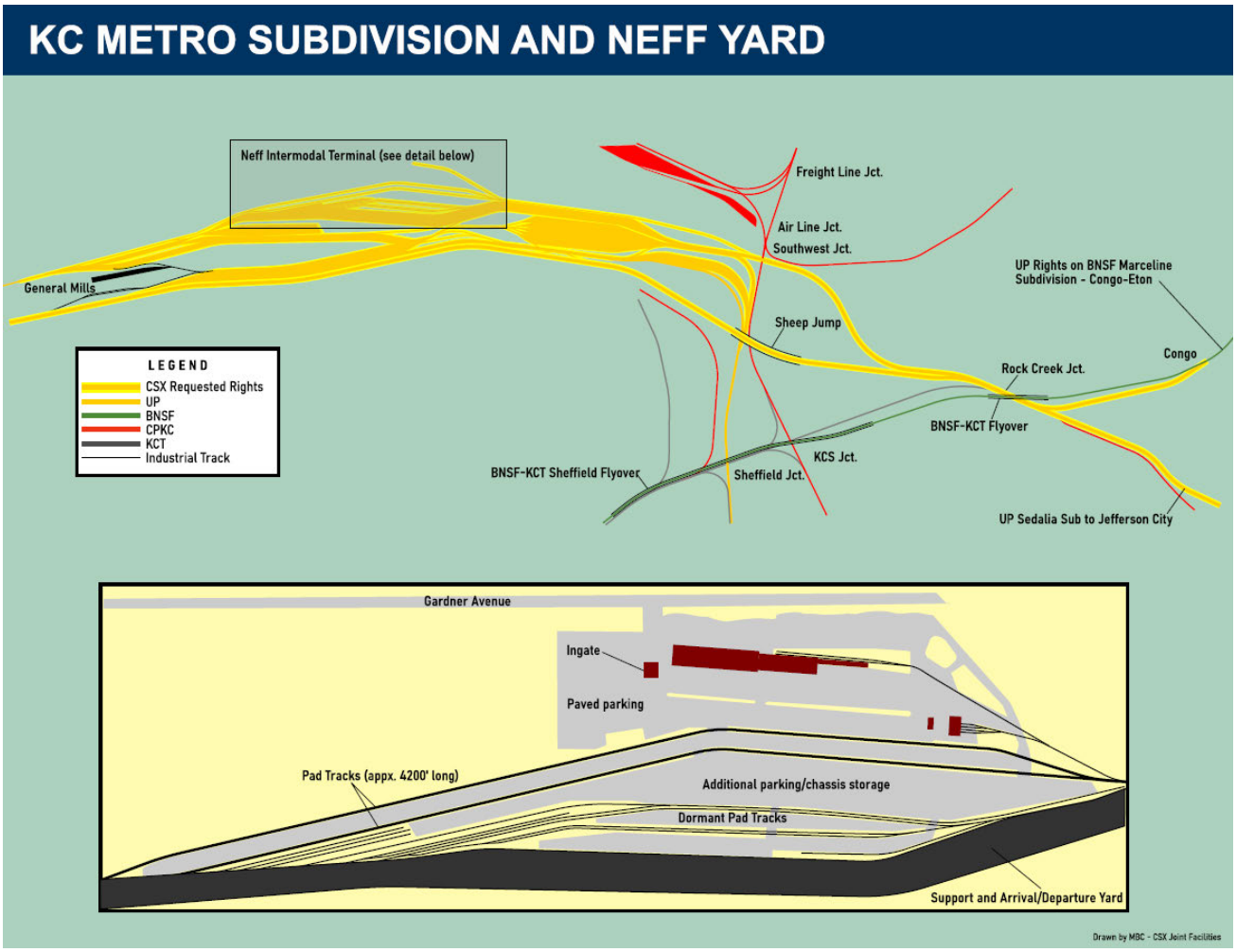
These volumes initially drop in the Applicants' post-merger optimized plan but increase to {{ }} trains per day respectively in the growth plan.

In addition, Amtrak operates across this line bi-directionally with one train in each direction.

D. KC Metro Subdivision / Neff Yard

Exhibit 5

KC Metro / Neff Yard Map



The portion of the KC Metro Subdivision necessary to access Neff Yard from Rock Creek Jct., where the River and Sedalia Subdivisions come together, extends from Rock Creek Jct. MP 276 to MP A279 via two track segments; 1) KC Metro – Neff and 2) KC Metro – Sheep Jump that are approximately 2.1 route miles. Maximum authorized speeds on both portions of the

subdivisions used to access Neff Yard are {{ }}. Ruling grade is approximately {{ }} on both subdivisions.

Train counts for these track sections appear to be captured in the Applicants' filings under 11864 – Other Southwest Jct-Rock Creek Jct. They show {{ }} trains per day in the base and optimized cases and {{ }} in the growth case. No Amtrak trains operate on this territory.

Neff Yard and intermodal terminal are mentioned sparingly by the Applicants. By all indications the intermodal terminal is almost dormant as UP has moved most volumes to its Kansas City Intermodal Terminal ("KCIT") and Neff Yard is mentioned as a relief/overflow yard as a contingency plan. That said, both Neff Yard and Neff Intermodal Terminal do show baseline and growth activity in the Applicants' work papers.

Neff Yard shows baseline activity of {{ }} cars per day with an escalation to {{ }} cars per day in the growth case. Neff Intermodal shows {{ }} lifts per day in the base case and {{ }} in the growth case.

UP utilizes its access to KCT to effect interchange with and traverse the greater Kansas City area. CSXT is seeking NS's ownership stake in KCT for the same purposes out of Neff Yard. CSXT would, to the extent NS's ownership share of KCT would not be sufficient to confer operating rights, negotiate for operating rights with non-applicant KCT and apply to the Board for approval of those rights.

V. Proposed Ownership and Governance

A. Ownership Structure

CSXT proposes to structure this transaction similarly to how it currently shares a 50/50 ownership with UP on the Villa Grove Subdivision between Dolton, IL and Woodland Jct., IL. CSXT would negotiate with UP on a fair price for a 50% ownership interest in the KC Metro, Sedalia, River and Jefferson City Subdivisions as described herein. The ownership would be between the new merged entity of UP and NS and CSXT, each party having an undivided 50% interest in the line of road, right of way and facilities on the Kansas City Line.

CSXT proposes that UP serve as the designated operating company to dispatch and maintain the track. While CSXT would have rights to serve any existing or future customers on the Kansas City Line, CSXT would utilize UP reciprocal switch service handled by UP local crews on any business CSXT won on the line. However, CSXT would reserve the right to serve unit train facilities, existing or in the future, with its own crews and trains.

CSXT proposes to lease, at current market rates, up to 100% of Neff Yard (manifest) with UP retaining rights to use certain yard tracks to service customers adjacent to or from the yard tracks. CSXT further proposes to lease 100% of Neff Intermodal Terminal to include all facilities and appurtenances. Both lease agreements would have an option for CSXT purchase at fair market value.

B. Governance and Decision Rights

CSXT proposes to negotiate a similar arrangement to its existing Villa Grove Subdivision agreement whereby UP would continue to operate the lines management, direction and control over train movement, switching and maintenance. Management would be to the joint benefit of both railroads and all services would be performed without preference or discrimination.

Any operating changes, temporary or permanent, would involve management from both companies. Joint approval would be required for improvements or retirements along the line and a threshold for capital maintenance dollars would be established for small projects over which both parties would need to agree in writing to move forward. CSXT would retain the right to suggest improvements to be considered by the executive level of UP for inclusion in any given year.

Neither party will be allowed to offer an additional third party onto the line nor will either party be able to connect to/from the Kansas City Line without mutual consent, except as the Board may order (including any rights granted to CN).

The Chief Operating Officers ("COOs") of the two companies will decide upon a fair and equitable cost sharing arrangement. Any disputes will escalate to the respective COOs and to binding arbitration should an agreeable remedy not be reached.

C. Dispatch and Operating Control

CSXT proposes that UP continue sole responsibility for dispatch and management of the Kansas City Line, provided it is done in a fair, equitable, and non-discriminatory manner. The agreement would include defined service standards. If CSXT service falls below those standards, CSXT would have the right to assume dispatch control or co-locate a dispatcher, in addition to the agreed dispute resolution process.

D. Maintenance, Capital, Costs and Revenues

As described above, CSXT will allow UP to continue management of routine and capital maintenance with costs being allocated as the COOs of the two companies see fit.

VI. Proposed Operating Plan

A. Service Patterns and Train Plan

CSXT proposes to begin operations with two train pairs across the Kansas City Line:

- An intermodal train pair operating between Neff Intermodal Terminal in Kansas City, MO and CSXT Rose Lake Yard in East St. Louis, IL; operating five days per week, and
- A manifest train pair operating between Neff Yard in Kansas City, MO and CSXT Rose Lake Yard in East St. Louis, IL; operating seven days per week.

This would result in {{ }} trains per day of additional traffic above what UP/NS plan to operate on the Kansas City Line. This equates to {{ }} trains per day on the directional running sections or by direction per day.

CSXT local management would work with UP/NS management to find appropriate times to run each train, paying special attention to the Sedalia and Jefferson City Subdivisions over which Amtrak operates its one/two train[s] set in each direction.

In Kansas City, CSXT would establish two yard train crews per day to perform interchange in the Kansas City area and build eastbound manifest trains. Intermodal operations would be handled by a CSXT contractor. New road crew pools would be established in both Kansas City and St. Louis with Jefferson City, MO as an away from home terminal location and crew change point.

CSXT expects volume growth after year 3 but does not anticipate additional trains per day until after the 5-year mark as current train length is well below the {{ }} foot average CSXT operates today.

RLBA identified no capacity issues with this volume of trains across the Kansas City Line and provides a more detailed assessment in the following section.

B. Baseline, Merger Only and Proposed Traffic

As part of the application process UP/NS have provided three levels of train volumes anticipated across its lines in the first 3 years post-merger:

- a Baseline (“T1”) level is that which UP and NS are operating today;
- an Optimized (“T2”) level is the expectation after operations between UP and NS have been merged together; and

- a Growth ("T3") level is the level at which the purported benefits of the merger grow volumes across the merged system.

UP/NS compared its train volumes to each lines' fluid capacity as measured by a bottleneck or "Lollipop Capacity" analysis. The output of this analysis is what UP/NS defined as the Fluid Capacity Midpoint.[8] {{ }} was then added to the Fluid Capacity Midpoint to arrive at a Fluid Capacity High Threshold trains per day number.[9] UP/NS utilized the Fluid Capacity High Threshold number as their capacity constraint and, as such, this analysis has followed the same methodology.[10]

The above analysis was performed on any UP line segments that experience growth of {{ }} trains per day or were expected to utilize {{ }} or more of a line segment's capacity. Line segments with two or more tracks, directional running operations or paired mains were also removed from the analysis.[11]

Based on the above cutoffs, the UP River Sub (which runs directionally) and the KC Metro Sub were not analyzed for capacity. RLBA performed its own capacity analysis of these two segments as discussed in more detail later in this report.

i. Baseline and Merger Traffic Expectations

The T1, T2 and T3 volumes across each segment of the Kansas City Line and its associated Fluid Capacity trains per day number and utilization percentage are shown in Table Three below.

[8] Gerhinger/Orr WP "UP Line-Of-Road Volume-Capacity Summary.xlsx," Row 37
[9] *Id.*, Row 36
[10] *Id.*, Row 18
[11] Gerhinger/Orr WP "Additional UP Corridors – Bottleneck Capacity Model.xlsx," Row 14

Table Three
UP Train Volume and Capacity[12]

{{

}}

As noted in the previous section, fluid capacity and utilization percentage on the River and KC Metro Subdivisions were derived from RLBA's capacity analysis as they were not included in the UP/NS application.

On the KC Metro Subdivision, RLBA followed the methodology used by UP/NS. The River Subdivision is operated directionally and, as such, the formulas used in the capacity models do not accurately reflect capacity of a line that operates traffic in only one direction. The constraining factor on a line that operates in one direction is the spacing necessary for a trailing train to continually see clear blocks. A simplified formula is shown below with details in the accompanying work papers.

Train separation = Train Length + Braking Distance + 2 x Signal Block Distance[13]

The output of this formula replaces the Spacing Factor in UP/NS's capacity model with all other inputs remaining the same to arrive at a Fluid Capacity number.

[12] UP/NS T1-T3 Volumes found in Gerhinger/Orr WP "C-Line Segment Tables vFinal"; Final Output Tabs
[13] Based on C. Tyler Dick et al., *Relative Capacity and Performance of Fixed- and Moving-Block Control Systems on North American Freight Railway Lines and Shared Passenger Corridors*, 2673 Transportation Research Record 250 (2019); Jörn Pachl, *Railway Operation and Control* (4th ed., 2018), available at https://railtec.illinois.edu/wp/wp-content/uploads/Dick-et-al-2019-TRR-Capacity-Fixed-Moving-Blocks-R-0361198119841852.pdf.

ii. CSXT Train Count Calculation

Total annual carloads expected as described in Section III above are summarized in Table Four. Note that {{ }} of the intermodal volume CSXT intends to capture comes from existing NS business and would likely lower the volumes on the NS route between Kansas City and St. Louis that UP/NS have stated they plan to use more heavily post merger.

Table Four
Annual Revenue Traffic by Conversion Type

{{

}}

Based on these volumes, CSXT anticipates operating two train pairs; one manifest and one intermodal. RLBA worked with CSXT on assumptions to convert the total annual volumes into average daily train lengths. The following assumptions were used:

- Intermodal Trainset
  - Total annual volume was not sufficient to operate a train set seven days a week. CSXT plans to operate five days per week. Train length calculations assumed {{ }} per container, {{ }} double stack compliance balanced directional movements. Table Five shows the assumptions and resulting outputs.

Table Five
Intermodal Train Assumptions

{{

}}

- Manifest Trainset
    - The manifest trainset is composed of existing CSXT traffic that currently operates across an alternative gateway but would benefit from more direct routing on the Kansas City Line. Trains would be composed of mixed manifest and finished autos. An average railcar length of {{ }} was assumed to take into account longer autorack cars and CSXT plans to run a train pair seven days a week. The assumptions used and resulting outputs are summarized in Table Six.

Table Six
Manifest Train Assumptions

{{

}}

With one manifest train set seven days a week and one intermodal train set five days a week, an average of {{ }} trains per day would operate across the Kansas City Line. However, because the River and Sedalia Subdivisions are operated directionally, an average of {{ }} trains would operate across each of those two subdivisions per day.

While some seasonal variation is expected in these volumes, particularly the intermodal train set, the average manifest and intermodal train length on CSXT's system is approximately {{ }} feet leaving ample room in the existing train set for expansion due to seasonal variation or additional business.

Adding CSXT's expected {{ }} average trains per day results in modest increases to overall capacity utilization. Table Seven summarizes the results.

Table Seven
UP + CSX Train Volume and Capacity

{{

}}

With the addition of {{ }} trains on the Jefferson City and KC Metro Subdivisions and {{ }} trains on the Sedalia and River Subdivisions modest increases in capacity utilization are seen across the board. The most constrained subdivision continues to be the western portion of the Sedalia Subdivision at {{ }}.

In sum, RLBA found no capacity issues on any of the line segments that would compose the Kansas City Line.

C. Customer Access and Local Service

As a 50% owner of the Kansas City Line, CSXT would have equal rights to serve existing and future customers but understands the inherent difficulties in having multiple railroads serve the same facilities. CSXT will work with UP/NS on a mutually agreeable financial and operational plan as part of the line divestiture to have UP perform haulage and switch service on CSXT's behalf for any local carload business CSXT wins on the Kansas City Line.

CSXT will retain the right to directly serve unit train facilities as mutually defined and agreed to in the divestiture agreement(s).

D. Neff Yard Operating Plan

Neff Yard is expected to be utilized by UP/NS post-merger. As such, CSXT is requesting a lease of up to 100% of the yard with an option to purchase at fair market value and use by both parties as a merger condition. Application materials indicate UP's T1 operations handle {{ }} cars per day at the yard and would escalate modestly to {{ }} cars per day in the T3 case. CSXT anticipates {{ }} cars per day {{ }}.

CSXT traffic would interchange and be processed by two CSXT switch crews, one crew on each of two shifts. Each crew would be composed of two employees, a switchman/conductor and an engineer.

CSXT would utilize its ownership stake in KCT in the same manner as UP currently does to effect interchange with connecting carriers and utilize track available to it as a part owner of KCT when necessary.

While CSXT understands that Neff Yard is not currently operated as a hump yard, CSXT has experience "flattening" hump yard facilities and has recently done so at its Cumberland Yard. Should alterations be necessary to accommodate two railroads' operations in the same yard, CSXT is willing to share in the capital cost and provide its recently exercised expertise in hump yard alterations to make the operation feasible. CSXT would anticipate any alterations being accomplished in {{ }} after an agreement is reached with UP/NS.

Table Eight
Neff Yard Carloads per Day

{{

}}

E. Neff Intermodal Terminal

While UP/NS Application documents indicate continued use of Neff Intermodal Terminal, publicly available sources, including from Union Pacific's website, indicate the terminal

has been idled.[14] CSXT is requesting a lease of 100% of the terminal with an option to purchase at fair market value and plans to utilize CSXT intermodal contractors to operate the facility. One train pair is expected to arrive at and depart the facility on a daily basis in the 1 – 3 year timeframe and expected volumes {{ }} by year 5 to approximately {{ }} containers per day.

Table Nine
UP / CSXT Container Volumes Expected in Years 1 – 3

{{

}}

F. Yard Activity Changes

As indicated in the previous two sections, both Neff Yard and Neff Intermodal Terminal will see an increase of more than 20% in usage. That said, both have experienced dramatic reductions in usage over the last several years as UP has transitioned operations to other yards in the Kansas City area.

On the eastern side of the Kansas City Line, trains would re-crew in CSXT Rose Lake Yard located in East St. Louis. There is potential for block swaps or additional traffic to be added to both the intermodal and manifest trains but any processing would be done in CSXT's Avon Yard which would not see an increase of 20% or more based on the projected volumes.

G. Passenger Impacts

The Sedalia and Jefferson City Subdivisions host Amtrak's Missouri River Runner and Lincoln/Missouri River Runner Service. As shown in the capacity analysis above, the most constrained section along this route is {{ }} utilized offering sufficient capacity to continue Amtrak's operation without issue.

[14] *New Kansas City Terminal Begins Operations July 25*, Union Pacific, https://www.up.com/customers/announcements/premium/internationalintermodalterminals/PR2025-44.html (last visited Nov. 14, 2026).

VII. Infrastructure, Equipment, Labor and Safety

A. Deferred Maintenance and Capital Improvements

No deferred maintenance is known or expected on the Kansas City Line. As indicated in the capacity analysis, there is sufficient capacity to accommodate CSXT's anticipated volumes without capital improvements.

Should an agreeable plan not present itself to jointly utilize Neff Yard, CSXT is willing to contribute capital to modify the yard such that both CSXT and UP/NS can utilize the yard for switching purposes. CSXT does not anticipate any needed capital improvements to the Neff Intermodal Terminal to begin service.

B. Equipment Requirements

i. Mechanical

CSXT has adequate switch and road locomotive power to accommodate the new business generated from the Kansas City Line. Locomotives will be repositioned from Avon Yard for use in Kansas City. Any major locomotive maintenance will occur in Avon Yard.

ii. Maintenance of Way

CSXT plans to have UP/NS continue to maintain the Kansas City Line and would negotiate with UP on provisions to maintain the jointly used Neff Yard. Neff Intermodal Terminal would be maintained by contractors employed by CSXT.

iii. Intermodal

CSXT's intermodal contractor will bring in four reach stackers / side loaders to handle intermodal lifts at Neff Intermodal Terminal.

iv. Dispatch, Safety and Train Control

CSXT would work to implement a similar contractual relationship on the Kansas City Line as it currently has with UP on the Villa Grove Subdivision between Dolton, IL and Woodland Jct., IL. UP would continue to dispatch and provide any necessary safety services and initial response to accidents while consulting with CSXT management as appropriate.

v. Labor

CSXT anticipates contracted labor at the Neff Intermodal Terminal. In addition, the following headcounts and new crew pools would be established to accommodate the Kansas City Line Operations:

- Neff Yard Switch Crews: {{ }} would be hired to perform switch services at Neff Yard;
- Line of Road: Two crew bases would be established, one in Kansas City and one in St. Louis. With {{ }} crew starts per week {{ }} an employee pool of {{ }} will be needed on each end (Kansas City and St. Louis). St. Louis employees will be hired into the existing crew base there and the new Kansas City pool will include the {{ }} road crew employees and {{ }} previously mentioned yard crew employees. Both crew pools would operate to/from Jefferson City which would act as an away from home terminal, and
- Should CSXT and UP not be able to arrange for UP mechanical and engineering services in Kansas City, CSXT will hire {{ }} carmen and {{ }} engineering employees to handle maintenance.

VIII. Implementation Schedule

CSXT would anticipate the following list of items to be accomplished after STB approval of the merger conditioned on the rights described herein:

- Asset transfer and closing
- Survey, title, inspections
- Governance and operating agreements
- Dispatching/signaling/ptc integration
- Employee qualification
- Neff Intermodal Terminal transition
- Capital improvements (if necessary)
- Full implementation of service

Many of these items could be completed concurrently and CSXT anticipates full implementation of service in {{ }} after STB approval.

IX. Conclusion

As previously stated, CSXT requests a 50% interest in UP's lines between St. Louis, MO and Kansas City, MO (UP Jefferson City, Sedalia, River and a portion of KC Metro Subdivisions), a lease of 100% of Neff Intermodal Terminal and an up to 100% lease of Neff Yard, both with

the ability to purchase at fair market value. CSXT also requests divestiture of NS's 8.33% (1/12th) ownership of KCT to CSXT so that CSXT may interchange with carriers across the Kansas City rail complex.

Specific to the Kansas City Line, CSXT requests a 50% interest, similar to its existing joint ownership with UP of the Villa Grove Subdivision between Dolton, IL and Woodland Junction, IL, of the following segments:

- ***UP Jefferson City Subdivision*** between the connection of Terminal Railroad Association (TRRA) CP-Poplar South and the eastern terminus of the UP Jefferson City Subdivision MP 0.0 in the east and River Junction at UP MP 128.0 near Jefferson City, Missouri;
- ***UP Sedalia Subdivision*** between MP 128.0 at River Junction and MP 276.89 at Rock Creek Junction;
- ***UP River Subdivision*** between MP 128.0 at River Junction and MP275.69/BNSF MP 436.50 at Eton Junction;[15]
- ***UP River Subdivision*** between BNSF MP444.4 at Congo and MP 445/MP276.89 at Rock Creek Junction;
- ***UP KC Metro (Neff) Subdivision*** between MP 276.89/A276.8 at Rock Creek Junction and A279.0 Neff Yard; and
- ***UP KC Metro (Sheep Jump) Subdivision*** between MP276.89 at Rock Creek Junction and MP279.0 Neff Yard.

A careful assessment of capacity and train operations indicates no issues or concerns with this divestiture from an operations perspective. CSXT is one of two Class I railroads without access to Kansas City and its ability, along with its connecting carrier partners, to utilize the Kansas City Line would provide shippers an additional competitive alternative in the event the Board authorizes the UP/NS merger.

[15] CSXT understands that UP uses trackage rights across the BNSF Marceline Subdivision between MP 275.69/BNSF MP436.5 at Eton Junction and BNSF MP444.2 at Congo and intends to negotiate with BNSF for similar trackage rights should the Board grant this condition.

Appendix A

Intermodal Commercial Opportunity

{{

}}

Appendix B

James C. (Charlie) Cunningham Curriculum Vitae

REDACTED VERSION –
CSXT 48, FD 36873 (Sub No. 51) 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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

Exhibit 14 - CSX Transportation, Inc.
Freight Density 2025

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

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)
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

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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)
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 a 50% ownership interest in UP's lines between Kansas City and East St. Louis (collectively, the "Kansas City Line"), full lease of Neff Terminal in Kansas City with an option to purchase, up to 100% lease of Neff Yard in Kansas City with an option to purchase, and divestiture of NS's 8.33% interest in Kansas City Terminal Railway Company. 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.