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Public Record

BEFORE THE
UNITED STATES SURFACE TRANSPORTATION BOARD

STB FINANCE DOCKET NO. 36873

UNION PACIFIC CORPORATION AND
UNION PACIFIC RAILROAD COMPANY

—CONTROL—

NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY

Public and Members of the Brotherhood of Locomotive Engineers and Trainmen, and the Brotherhood of Maintenance of Way Employes Division, the Transportation Communications Union/International Association of Machinists and Aerospace Workers, and the Brotherhood of Railroad Signalmen

Between September 25, 2026, and November 17, 2026, the Brotherhood of Locomotive Engineers and Trainmen (BLET), the Brotherhood of Maintenance of Way Employes Division (BMWED), the Transportation Communications Union/International Association of Machinists and Aerospace Workers (TCU/IAM), and the Brotherhood of Railroad Signalmen (BRS) received 1,833 comments from 1,817 participants counted by distinct email addresses, in 49 states and the District of Columbia concerning the proposed acquisition of Norfolk Southern by Union Pacific. Railroad workers, family members, passengers, and community residents used this effort to make their concerns known. We submit this collection so their views can be heard in the Board's review of the proposed merger.

Of the comments received, 1,588 used the following standard statement without adding a personal account in the comment field. We reproduce it once to convey those participants' opposition without repeating the same statement for each submission:

> I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern. The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has

already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

An additional 245 comments differed from the standard statement, including submissions containing personal accounts or other individualized text. Participants described the work of maintaining and operating the railroad, the prospect of leaving their homes to keep a job, and daily life in communities served by rail. Others wrote about passenger service and the transportation needs of agricultural producers and smaller customers.

The 24 comments excerpted below are selections from that larger collection. They retain the participants' own words, with omissions marked. These accounts show why people chose to speak up and what they believe is at stake for themselves and the communities where they live and work.

Rail workers

Operating employees and dispatchers

Missouri. An NS yardmaster and engineer describes almost 20 years working in St. Louis:

> Ive worked for norfolk southern in the st louis as a yardmaster and engineer for almost 20 years. I have off days. I've built a new home. "Jobs for life" doesn't mean ill have the same quality of life. Or my off days. It means ill be offered a job at a lower seniority and maybe road work. Im not a road engineer. Im not moving. So for me personally. Im going to lose my job. Weve seen the plan. And we all lose our jobs. Or move.

Missouri. A CPKC dispatcher and former KCS employee describes experience following that merger. The respondent opposes approval of the proposed UP and NS transaction unless the stated public-interest safeguards are demonstrated:

> When the KCS and Canadian Pacific merger was announced, employees had expectations for the future. Unfortunately, my experience has been profoundly disappointing. Working conditions have deteriorated, employee morale has declined, and experienced employees and managers have resigned at alarming rates. It often feels as though the company values

having a warm body in a chair more than the knowledge, experience, and well-being of its employees.

As a train dispatcher, the job I was hired to perform in 2012 is no longer the job I do today. Employees are expected to handle responsibilities that previously required three people. The mental and emotional strain is significant, and employees are constantly left wondering what management will demand next.

Ohio. A railroad worker raises concerns about changes to operating rules and signal systems:

It would be more accurate to refer to this as a takeover by Union Pacific than a merger. That likely means that NS operating crews will be forced to scrap the knowledge they already possess in favor of learning an entirely new rule book. I haven't heard what UP plans to do with NS signals. It would be wise to leave the signal aspects and indications alone. It is realistic though to assume that UP will want to reprogram everything to match the rest of their signal system.

Maintenance of way

Pennsylvania. A BMWED Vice Chairman representing NS employees, with 14 prior years in maintenance of way, writes:

Railroad employees have spent decades being told that consolidation, automation, contracting out, attrition, and workforce reductions create a more "efficient" railroad. Maintenance-of-Way employees know what those words often mean on the ground: fewer employees covering more railroad, larger territories, consolidated gangs and headquarters, increased travel, more contracted-out work, and remaining employees expected to absorb the workload.

[…]

When a Maintenance-of-Way employee retires and the Carrier eliminates that position through "attrition," the work does not retire with the employee. If ten employees retire and only five positions are filled, the Carrier may truthfully claim it did not furlough five employees, but there are still five fewer railroaders maintaining the property. The work is transferred to remaining employees, deferred, automated, or contracted out. That has been the practice of the Railroads for the last decade plus. Subtraction through attrition.

Ohio. A maintenance of way employee describes the difficulty of maintaining track with current staffing:

As mow employee, we are struggling to keep the tracks maintained to fra specs right now with the manpower we have. The proposed merger planed cuts and consolidation will have great impacts on the track structure that will in turn affect the safety of rail workers and the public these tracks run through.

New York. An NS employee and BMWED member describes limited time for maintenance and trains blocking farmers' crossings:

Operational changes are slowing maintenance work to an almost halt because they want to push more trains onto the mainlines. They don't have nearly enough crews to run these trains so trains are outlawing on the main, blocking street crossings and in our lines case farmers crossings who are trying to get their harvest for the year and are having to wait

2,3 sometimes more days to get a train moved. On the maintenance side dispatchers are being pushed to limit our track time to get critical maintenance done. Defective rails, wide gauge, surface issues are being pushed to the back because they want to run more trains. The employees continue to bring up these issues as they are safety issues for the communities we serve as well as us employees.

Signal employees

Indiana. A respondent with more than 29 years in the CSX signal department writes:

> I have worked for CSX over 29 years in the signal department. I have been a contract worker and a manager. My biggest fear is the reality we're already facing. CSX is cutting everything to make profit margins look appealing to whomever wants to swallow them up if this merger goes through. Our board and upper leadership are business people, not railroaders and it shows. Please block this merger and call all these companies back on the carpet like you did after covid.

Service work locations and employee retention

Missouri. A respondent reporting more than 30 years working for Union Pacific describes concerns about customer service:

> I worked for the Union Pacific for over 30 years and saw first hand the horrible service that Union Pacific provided customers and how many businesses/industries had to shift away from shipping on the Railroad due to this fact.
>
> […]
>
> To continue to make these record profits the Union Pacific will be pressured to close facilities, sell off rail lines and eliminate the small customers.
>
> How is this in the countries best interest?

Missouri, Kansas City. A railroad worker writes about Neff yard and blocked crossings:

> In 2019, UP decided to close Neff hump yard in Kansas City, Missouri. Several hundred jobs lost because UP didn't want to pay maintain the hump and they put their profits over everything.
>
> […]
>
> Also these huge trains are blocking crossings not just minutes but we are talking about hours they will have major crossings used by every day people. So imagine if someone has a medical emergency and one of these ambulances can't get through because a 15,000 ft train has several crossings blocked. That could cost some one their life. Please block this merger.

Missouri routes and facilities. An Illinois respondent identifies St. Louis, the Kansas City to St. Louis and Moberly to St. Louis routes, TRRA, and Alton & Southern as areas of concern:

> We are repeatedly told that the merger will benefit employees and that there will be "jobs for life." However, a job for life does not necessarily mean a job at an employee's current terminal. A job hundreds of miles away from an employee's home and family is not the same thing as preserving that employee's existing job. If work is consolidated or moved

to another terminal, employees may effectively be left with the choice of relocating, exercising seniority elsewhere, or leaving the railroad.

[…]

I am not opposed to Union Pacific and Norfolk Southern working together. In fact, I would like to see significantly more cooperation between the two railroads. My concern is that cooperation does not require a merger. Existing and restored connections such as Sidney provide an opportunity for the railroads to demonstrate that they can create new service, move additional freight, and provide additional work for employees while remaining independent companies.

Georgia. A railroad worker writes about retaining experienced employees:

Railroads give incentives to new hires but shun those men and women that have over 10-30 years of service . The railroads are not doing anything to retain union labor but every thing to terminate their work force . With increasing technology, the railroads have not become safer, training has become more stringent to the point that railroads drive out the talent they need to operate a safe railroad.

Georgia. Another railroad worker is concerned about effects on employees of other carriers:

Furthermore, this merger will directly impact rail labor not only at UP and NS but at every railroad due to other railroads having to cut costs in order to stay competitive with what will essentially be a monopoly on the rail industry. This will also lead to much higher shipping costs due to the lack of competition in the rail industry.

General public and other affected participants

Crossings schools and neighborhood safety

California. A participant describes being unable to reach school because a train blocked several crossings:

There is a railroad crossing right in front of my school. One day an excessively long train stopped, blocking multiple crossings at once. There was a train shaped barricade that stopped me from getting to school, and I could not drive around it as the train was so irresponsibly long. This stopped me, other students, and even teachers, from getting to school.

Illinois. A mother writes about the safety of families living along rail lines:

Our communities already deal with long trains, blocked crossings, and the risks that come with freight rail running through the places where we live and raise our children.

Making trains longer and increasing rail traffic means even more opportunities for crossings to be blocked, emergency vehicles to be delayed, and accidents or derailments to affect the families who live nearby. Those are risks that concern me far more than whatever financial benefits this merger may provide to the companies involved.

Families living along these rail lines shouldn't be expected to accept additional safety risks and disruption simply so two enormous corporations can become even larger. I urge

the Surface Transportation Board to put the safety of our communities first and deny the proposed merger.

Texas. A participant identifying as a rail passenger and trackside community member raises concern about emergency response and hospital access:

> In addition to above, I am concerned regarding the potential for increased train sizes due to PSR affecting my small town's emergency response in the event of a derailment or other serious accident as well as the ability for the general public to access our hospital due to the railroad splitting my town in half.

Families and community employment

Maryland. The spouse of a railroader writes:

> As a wife of a railroader, I oppose this merger. It does nothing but benefit the rich at the top of the corporate ladder and take jobs away from railroaders to increase the bottom line

Chicago and other rail communities, including St. Louis. An Illinois participant writes about employment in communities served by both carriers:

> Let's take Chicago (my hometown) for example. It's a city with bustling UP & NS action, and plenty of people employed by each individual railroad. However with this merger, many people will be put on much less jobs, resulting in smaller income, and many will not be able to make ends meet anymore. I believe this will affect almost every employee in cities like these, St. Louis, Memphis, even Dallas/Fort Worth. Not to mention the maintenance facilities, you don't need two massive maintenance shops in one city! Let alone the number employees at each one losing so many hours from the consolidation. UPNS will not have to worry about too many employees staying, because so many will leave voluntarily!

Agriculture and service to smaller customers

Texas. A Union Pacific employee who is also a farmer and rancher writes about agricultural transportation and rural communities:

> Agriculture depends on transportation. Farmers need to move grain, fertilizer, feed, fuel, equipment, and other commodities. Transportation costs already have a major impact on whether a farm operation makes money or loses money. If rail customers have fewer transportation options, they could ultimately face higher rates, poorer service, or both.
>
> Rural communities also depend on railroads. Railroads provide jobs, contribute to local economies, pay taxes, and connect rural producers to markets across the country. When a railroad consolidates operations, decisions about those communities can be made by people who may have little understanding of what those rail lines mean to the farmers, ranchers, businesses, and families living along them.

Iowa. A participant reporting 28 years working in the rail industry describes concerns about service to smaller customers:

> I have worked in the rail industry for 28 years. I have yet to see a railroad merger that increased or maintained the level of service that most customers receive. Bigger railroads only want to do business with bigger businesses. That forces smaller competitors out of the market, and consequently forces more trucks onto the roads to transport goods farther to bigger facilities.

Passenger service

Maryland. A passenger writes about protections sought as a condition of any approval:

> I believe that any approval of the UP-NS merger should comprehend total protection for the needs of Amtrak to run their trains on time by the host carrier, and assurances from the applicants that they will fully cooperate with reasonable requests to add additional service without the host carrier demanding excessive and exaggerated costs to implement such additional service.

California. A passenger expresses concern about congestion and future service:

> And as someone who uses and enjoys passenger rail service, I fail to see why a merger would benefit me or others who use passenger rail especially if the merger would result in even greater congestion on passenger corridors like the Capital Corridor, Gold Runner, or the various long distance Amtrak routes. Amtrak passengers already have to face delays due to being relegated to sidings because of long freight trains having de-facto priority over Amtrak trains or simply not fitting into the available sidings. And that's not even getting into how this could potentially affect possible expansion of Amtrak or other passenger services elsewhere.

Ohio. A retired engineer, passenger advocate, and frequent Amtrak rider writes from both operating and passenger experience:

> As a passenger rail advocate and frequent rider over the lines involved, I am concerned about more delays.
>
> […]
>
> Trains that are too long to fit in sidings, and run out of time under the hours of service, blocked AMTRAK for hours. I have experienced this as an Engineer and as an AMTRAK Passenger.

Prices and the future of rail service

Indiana. A resident living near an NS line is concerned about shipping costs and consumer prices:

> A raise in shipping rates on a combined UP-NS could increase truck presence as company's could switch to trucking their goods to a different railroad or just switch to semis for the whole shipment and if they don't goods would start to cost more as

company's shipping via a combined UP-NS would likely raise prices so they aren't losing money when a price hike occurs.

Illinois. A participant who hopes to work for the railroad writes:

> While I do not work for the railroad yet - I hope to one day, as I have had a lifelong fascination with trains. They mean a lot to me. With that out of the way, I am opposed to this merger for several reasons - the main one being the economic impact.
>
> […]
>
> As someone who wants to be a future railroader - I do not want to see this merger go through and enter a more hostile railroad world.

The organizations also conducted significant outreach in Missouri. Attached to this submission are two letters from Missouri state legislators opposing the merger: one from Representative Steve Jordan, who represents Missouri's 151st District, and a joint letter from eight Missouri House members, Representatives Adrian Plank (HD 47), Greg Bush (HD 50), Eric Woods (HD 18), Will Jobe (HD 21), Doug Clemans (HD 72), Ken Jamison (HD 15), Kathy Stemhoff (HD 45), and Martin Jacobs (HD 38).

People who participated in this effort wanted the Board to hear how a decision made in this proceeding could reach their workplaces and homes. We respectfully ask the Board to consider the concerns conveyed through this collection in evaluating the proposed merger.

Respectfully submitted,

The Brotherhood of Locomotive Engineers and Trainmen (BLET), the Brotherhood of Maintenance of Way Employes Division (BMWED), the Transportation Communications Union/International Association of Machinists and Aerospace Workers (TCU/IAM), and the Brotherhood of Railroad Signalmen (BRS)

CERTIFICATE OF SERVICE

I hereby certify that I have caused copies of the foregoing document to be served to representatives of all Parties of Record as of the date of this filing by email using the addresses on the service list for this proceeding.

/s/Richard S. Edelman

Date: November 18, 2026

Missouri House of Representatives

Members of the Board:

We, the undersigned members of the Missouri House of Representatives, oppose Union Pacific's proposed acquisition of Norfolk Southern and ask the Board to deny the application.

This $85 billion deal would be the largest railroad merger in U.S. history and would give the combined company roughly 40 percent of the nation's freight rail market. The Board's rules require the applicants to show the merger would enhance competition, not merely preserve it. In Missouri it would do the opposite. Union Pacific and Norfolk Southern each run a line between Kansas City and St. Louis, and the merger would put both under one owner.

Missouri farmers, manufacturers, and auto plants depend on rail, and they are already paying more. The Rail Customer Coalition found that freight rail rates have risen more than 40 percent over the past 20 years after adjusting for inflation. A railroad recovering the cost of an $85 billion deal will look first to customers with no other option, and Missouri families will pay for it in the price of groceries, fertilizer, and building materials.

Union Pacific has promised union workers "jobs for life," but that means a job somewhere on the combined railroad, not in Missouri. The applicants project 1,138 workforce reductions and 546 transfers, and their plan would move automotive traffic from Norfolk Southern's Wentzville facility to Union Pacific's facility in Centreville, Illinois. A Missouri worker who cannot follow a job out of state loses protection.

The Union Pacific line between Kansas City and St. Louis also carries the Missouri River Runner, the Amtrak service the General Assembly funds. Added freight traffic on that line would affect passenger service, grade crossings, and emergency response in the towns along it.

The people we represent should not carry the risks of this merger for benefits the applicants have not shown will reach them. We ask the Board to deny the application.

Respectfully submitted,

Rep. Adrian Plank
House District 47

Rep. Greg Bush
House District 50

Rep. Eric Woods
House District 18

Rep. Will Lobe
House District 21

Rep. Doug Clemens
House District 72

Rep. Ken Jamison
House District 15

Rep. Kathy Steinhoff
House District 45

Rep. Martin Jacobs
House District 38

"Salus Populi Suprema Lex Esto"

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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Joseph Balcer

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Melvin Schweer

Location: Union Pacific Tacoma Service Unit

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Jess Conard

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Teddy Cruz

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- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Doyle Dagnan

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Proposed Union Pacific–Norfolk Southern Merger.

Russell Donaldson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Devin Spahn

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Wyoming, Nebraska

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Grant Iske

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cliff Broughton

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Neil Burri

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Shawn Miller

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Neale

Location: Portland, OR to Seattle, WA

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Scott Felten

Location: Elkhart NS terminal

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brad Shields

Location: New Orleans,La Gateway/Corridor

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Philip Henry

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Leonard Balent Jr

Location: Binghamton, NY.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ruben Ortega

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Edward Contreras

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Adam Keppel

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Duane Arledge

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jason Kent

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Shine

Location: Grand Jct. CO

Please see through the "smoke and mirrors" the Union Pacific is posting about with the benefits of this merger.

I offer the following as my own account, beliefs and concerns:

I worked for the Union Pacific for over 30 years and saw first hand the horrible service that Union Pacific provided customers and how many businesses/industries had to shift away from shipping on the Railroad due to this fact.

All the Union Pacific cares about is making record profits and the almighty operating ratio.
This will continue if the merger is approved but on a bigger scale with the combining of two railroads.
To continue to make these record profits the Union Pacific will be pressured to close facilities, sell off rail lines and eliminate the small customers.
How is this in the countries best interest?

I can't imagine how horrible the customer service will be if the merger is approved just by the sheer size and monopoly of the combined railroad.
Why would they care if they know that they are the only option that thousands of customers have.
One only has to look back at the rail monopolies at the turn of the century and see how disastrous it was for the country and see that the government had to step in and break up these monopolies.

Huge monopolies created in the past (think AT&T for instance) have failed.
All this merger helps is the CEO's and the shareholders.

The Union Pacific also projects taking thousands of trucks off of the highways if the merger is approved.
Why aren't they doing this now!?!
Why are railroads losing business to truckers every year but if this merger is approved, somehow the Union Pacific is going to reverse this.

Their application has already been questioned many times over about how brief and lacking in information it is.
There is a good reason for this, because they can't back up what they claim!

Please see through the "smoke and mirrors" the Union Pacific is posting about with the benefits of this merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

It would be more accurate to refer to this as a takeover by Union Pacific than a merger. That likely means that NS operating crews will be forced to scrap the knowledge they already possess in favor of learning an entirely new rule book. I haven't heard what UP plans to do with NS signals. It would be wise to leave the signal aspects and indications alone. It is realistic though to assume that UP will want to reprogram everything to match the rest of their signal system. That means NS crews will also be trashing their knowledge of signals and learning UP signas. And take it from someone who had to write the UP signal definitions by hand and from memory in order to be considered qualified on them; they are anything but intuitive and succinct. All of this presupposes that UP will be keeping any NS employees on the payroll.

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: North Little Rock service unit.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jason Lynn

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Blum

Location: OH

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Proposed Union Pacific–Norfolk Southern Merger.

Roger Lilly

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Proposed Union Pacific–Norfolk Southern Merger.

Jerry Morgan

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Meoli

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jana Weber

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Norman Guitreau

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Scott A Abbott

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Justin Ward

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Henderson

Location: Pacific Northwest

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Anthony Alleyne

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joshua Wickline

I am writing to urge the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The companies are promoting the creation of a transcontinental railroad to secure public, political, and financial support for the merger. In practice, however, the combination would be historic for the wrong reasons, creating conditions in which safety, service, and workforce considerations may be subordinated to profitability. Previous rail mergers have caused significant disruption to safety, shipping and delivery, frontline employees, and the public. As a Norfolk Southern employee, I am already witnessing adverse effects on service and safety, and implementing this merger would only intensify those concerns. Frontline employees and managers alike face daily uncertainty about whether the merger will jeopardize their long-standing careers. That uncertainty diverts attention from the safe and reliable execution of daily operations.

Longer trains operated by fewer crew members place additional demands on employees who are already managing fatigue-related risks. The expanded use of one-person remote crews in terminals and yards relies on technology that may increase opportunities for incidents and injuries while removing personnel whose on-site observation could help prevent such failures. When these proposed changes are combined with a substantial increase in new hires being moved rapidly through training to fill vacancies, the result is a serious and avoidable safety risk.

Profit appears to be the primary motivation for this merger, potentially to the detriment of employees, customers, communities, and other stakeholders while prioritizing returns to stockholders.
The failure of Union Pacific and Norfolk Southern to submit a complete application to the Surface Transportation Board is an early indication of the shortcomings that may accompany this merger. If the merger is managed with the same lack of completeness demonstrated during the application process, the consequences could negatively affect every segment of the rail industry.

I respectfully ask the Surface Transportation Board to consider these concerns carefully when reviewing and deciding upon the proposed merger, and to evaluate its implications beyond financial reports and projected profitability.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Price

Location: St. Louis MO.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dustin w

Location: Washington/Atlanta mainline

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Corey Gilbert

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I am a 22 year UP Locomotive Engineer and I have already dealt with years of empty promises and corporate greed. We don't need anymore broken promises or more corporate propaganda they are flooding the website with and pushing in our faces about how great they say this merger will be. It will only be good for Jim Vena and all of his vice president's and their shareholders. Their promise of jobs for life without any specifics is not worth the paper it's written on. None of us are willing to relocate and uproot our families to please their corporate greed. It is not good for us, the American economy, their customers, the other railroads, or anyone else. Thank you.

Please make sure this horrible merger does not happen.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Alex Brendle

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Bellevue to Cleveland B line

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kolton Harper

Location: UP River Sub, UP Sedalia Sub

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

On top of all of that, I personally work for UP and am worried about the amount of jobs cutoff as a result

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tory Moeller

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andrew Brashear

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas City

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Muncy

I urge the Surface Transportation Board (STB) to deny UP's application in its entirety.

I offer the following as my own account, beliefs and concerns:

I am writing to express my strong opposition to the proposed merger between Union Pacific Railroad (UP) and Norfolk Southern Corporation (NS). This massive corporate consolidation threatens rail workers, compromises public safety, and imposes heavy costs on local communities, all to line the pockets of corporate executives and Wall Street investors.

1. Severe Threat to an Already Depleted Labor Force:
The workforces at both UP and NS are already stretched dangerously thin. While corporate leadership promises that workers employed at the moment of the merger will keep their jobs, there is no credible guarantee or protection against mass workforce cuts, hiring freezes, or pre-merger layoffs right up until the deal closes. This consolidation puts hundreds—if not thousands—of union and non-union jobs at immediate risk.

2. Severe Safety and Local Community Impacts:
More than 100 million Americans live in areas vulnerable to train derailments. Union Pacific and Norfolk Southern stand out as the two most unsafe freight railroads in the United States, and combining them will only magnify these risks. For residents living near rail lines and intermodal facilities, this merger will directly cause:
Longer Trains & Blocked Crossings: Exceptionally long trains will frequently block street-level crossings, cutting neighborhoods off from one another.
Delayed Emergency Response Times: Blocked crossings put lives at risk by preventing ambulances, police, and fire trucks from responding to critical emergencies.
Increased Truck Traffic: Nearby intermodal terminals will see a surge in heavy truck traffic, damaging road infrastructure and increasing local air pollution.
Reduced Neighborhood Connectivity: Physical divides caused by rail infrastructure will further separate local residents and businesses.

3. Economic Strain on Everyday Consumers:
Rail consolidation suppresses market competition, leading to higher freight rates that will inevitably be passed on to everyday consumers. Working Americans should not suffer higher prices for daily essentials to fund corporate payouts and executive bonuses.

Conclusion:
The severe consequences of this merger will fall squarely on lineside communities, everyday consumers, and rail workers—not on the executives who stand to profit.

I urge the STB to fulfill its duty to the public interest by rejecting UP's merger application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. The proposed merger between Union Pacific and Norfolk Southern isn't just another business deal—it's a massive consolidation of power that should concern anyone who cares about competition, workers, and the stability of our supply chain. Fewer rail giants means less competition, which historically leads to higher shipping costs, reduced service quality, and more control over critical infrastructure concentrated in fewer hands.

For rail workers, this is even more troubling. Mergers like this almost always come with job cuts, longer routes, and harsher working conditions under the guise of "efficiency." The industry is already stretched thin from precision scheduled railroading, and further consolidation will likely push workers harder while cutting positions, increasing safety risks in the process.

At a national level, putting so much of the country's freight network under fewer operators creates a single point of failure. We've already seen how fragile supply chains can be—this kind of consolidation makes it worse, not better.

This merger may benefit shareholders in the short term, but it comes at the expense of workers, customers, and long-term economic resilience.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: W line

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Melissa Robbins

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Bellevue, Ohio

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Szabo

Location: Memphis west. From Memphis to Chattanooga

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Aaron Teske

Location: NS D line, Detroit Mi- St. Louis Mo.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Edward OBryan

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Proposed Union Pacific–Norfolk Southern Merger.

Lance Geshiwlm

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Proposed Union Pacific–Norfolk Southern Merger.

Trevor Jones

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ken Elder

Location: Delmarva division

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cory Strickler

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Conway Terminal

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- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: New Orleans

DO NOT MERGE I DON'T WANT LONGER TRAINS
I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

DO NOT MERGE I DONT WANT LONGER TRAINS

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Anthony Sirmans

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Fort Wayne, Indiana terminal

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cory Aaron

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas city

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- Longer trains
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- More truck traffic around intermodal facilities
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Memphis West, NS

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- Increased costs for consumers
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tyler Parker

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- Increased costs for consumers
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Carole James

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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- Longer trains
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ryan Miller

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Eastern Pennsylvania

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will result in massive layoffs, longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Martin Glass

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Ive worked for norfolk southern in the st louis as a yardmaster and engineer for almost 20 years. I have off days. I've built a new home. "Jobs for life" doesn't mean ill have the same quality of life. Or my off days. It means ill be offered a job at a lower seniority and maybe road work. Im not a road engineer. Im not moving. So for me personally. Im going to lose my job. Weve seen the plan. And we all lose our jobs. Or move.

Also, it's impossible to improve competition when you create a monopoly. And you can raise costs to whatever you want. It's all a scheme to make hedge funds more wealthy.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas City Greater Area

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- Increased costs for consumers
- Longer trains
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Scott Pekarik

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns: The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit. Specifically for people who live near the rail infrastructure, community impacts in include: - Increased costs for consumers - Longer trains - Blocked crossings - Delayed emergency response times - More truck traffic around intermodal facilities - Reduced neighborhood connectivity

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. This entire merger which shouted called a takeover because UP has already begun introducing their practices into NS is strictly for investors. Both railroads have exhibited poor safety through out the last decade. Both railroads have a poor history of being able to logistically take over another railroad. UP actively attempting to reduce crew sizes to one man with the federal government’s help. That will put tens of thousands out of jobs and force tens of thousands to move in order to keep employment. Second there quality of life is steadily declining. And these two railroads are at the forefront of making worse. Third service will dramatically reduce. Neither railroad is doing anything for customers. Please get lists of customers from each company and call the for feedback back. I cannot tell you how many companies heave been refused service because it’s not profitable enough or precision scheduled railroads don’t have the man power for extra work. Which is my fourth point. PSR has gutted employment. Maintenance is lacking all fields. Nearly every week I wait for locomotives for a train because there is always a shortage. I run on the NS Chicago Line. The tracks have never been worse. PSR has made them that way by giving the profits to shareholders and not reinvesting in the infrastructure. Faith is trains sizes are too big and too unsafe. The track engineering was not designed for monster trains with monster tonnage. That is why the trains continue to sting line in curves. Sixth competition will be greatly decreased. Which will give UP to much influence in the entire country’s economy. That cannot happen. Their proposed economic numbers do not add up and are too inflated as is. If they barrow what they planned then this mega corporation will need a serious injection in profits for several years just to stay afloat. I have 24 years on the railroad. I see what they do not do that they constantly lie to authorities about. UP is promising the world and both railroads are so incompetent they can’t tie their own shoes. Thank you

Please read and consider what I have said.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cassandra Martin

Location: US

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lewis Wright

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Metro Atlanta

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Seth hawkins

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steven Mefford

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jarrett Daniels

Location: NS D&H district/ Sunbury and Freight mains/Voorheesville Terminal,Gang Mills & Corning and Binghamton.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Wayne Denson

Location: Kansas City-Little Rock Terminals

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steven Hannah

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dalton Kruger

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Watkins

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Erik Maldonado

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bradley Graham

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Clem Harris

Location: Union Pacific trackage through New Mexico

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

KYLE WRIGHT

Location: Columbus OH

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cameron Wirth

Location: Glidden subdivision

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Magill

Location: Everywhere.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Tuttle

Location: All

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brian Jenne

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Proposed Union Pacific–Norfolk Southern Merger.

John Young

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matt Kronyak

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jesse Markin

Location: Metra Union Pacific West and Northwest Line(s)

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Keystone Division

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I offer the following as my own account, beliefs and concerns:

Impacts in include:

- Increased costs for consumers
- Longer trains
- Unsafe conditions for railroad employees

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Justin Sobeck

Location: St. Louis Metropolitan Area

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

kenneth g corp jr

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Proposed Union Pacific–Norfolk Southern Merger.

Brandon Buck

Location: Binghamton NY

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Binghamton, NY

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Randolph Willis

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ruby Halbmaier

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Clint Cooper

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Mike Warren

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Sean Counts

Location: St louis, Chicago, midwest corridor routes

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randall Knerler

Location: Greater Chicago

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeremiah Reed

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Donald Gholson

Location: Livonia subdivision

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joshua Gable

I offer the following as my own account, beliefs and concerns:

We have already had more than enough mergers and corporate acquisition in the world to cause the enshittification of everything we use and purchase in our daily lives. The last thing we need is yet another corporate merger making things even worse for everyone.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Cincinnati

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: NS H-Line

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Yeah that aside this merger gon suck why is UP and NS trying to do this like we want a Big 6 not 4 railroads

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeffery Fry

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William Farrell

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Travis Sartain

Location: Moberly/kansas city

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Omari Midgette

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Omari Midgette

Location: Coal yards

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Please do the right thing to reject the merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Alan Handley

Location: NS Memphis to Chattanooga line

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Manuel Galindo

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lourdes Carrillo Pena

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Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nick Santoro

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gilbert Montiel

Location: UP and BNSF in New Mexico

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Todd Shealy

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Estherville subdivision

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Richard Foreman

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Marcus Korsmeyer

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Dayton district

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Townsley

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Buffalo-Southern Tier Line

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in many employees losing jobs in the areas to which they live, worker and public safety being last in the order of operations, longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mauricio Rodriguez

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Timothy Smith

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Atlanta

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Mcmahon

Location: Cleveland Ohio

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jacob Whetstine

Location: Lake Charles Sub, and DeQuincy

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Bradley

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matt Boilek

I am writing to ask the Surface Transportation Board to deny the proposed “buyout” of Norfolk Southern by Union Pacific.

I offer the following as my own account, beliefs and concerns:

As a conductor for Norfolk southern I am convinced that the “buyout” is not good for its employees. Regardless of what they promise the buyout will result in the loss of many jobs and mass displacement in order to keep our jobs. In addition to the loss of jobs the buyout will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the buyout, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad buyout won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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It will only benefit its shareholders. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed buyout and recognize that this buyout won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dontearrious Jones

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

This “merger attempt” also has resulted in Joe Heinrich’s, a personal friend of mine, to be fired from CSX by the board of directors because of the pressure from Ancora Holdings.

Steve Angel, the current CEO, is no against such a merger, when he was previously stated to have called it a “good idea”

Jim Vena also threatening retaliation against customers/employees is also a massive red flag.

I also view that if this merger is rejected, that Union Pacific fire Jim Vena and put Joe in his place.

I thank everyone who’s read this.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William Euton

Location: Portsmouth Ohio

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Diego Elferink

Location: Union Pacific Alhambra/Los Angeles Subdivisions

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeremy Paiz

Location: UP system

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bradley Mathews

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Pena

Location: San Antonio-Laredo rail corridor/Central Texas Passenger services

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In addition to above, I am concerned regarding the potential for increased train sizes due to PSR affecting my small town’s emergency response in the event of a derailment or other serious accident as well as the ability for the general public to access our hospital due to the railroad splitting my town in half.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jordan Kramer

Location: Cincinnati terminal, Norfolk Southern New Castle District, Norfolk Southern Dayton District. CSX Cincinnati Terminal District. Lockland Ohio

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matt Skalany

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Noah Autino

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Jester

Location: Memphis

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Laura Toledo

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: St. Louis, specifically the former mopac from KC to STL and the Wabash from Moberly to STL. TRRA and Alton & Southern railroad.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

One example that I have personally seen involves the former interchange between Union Pacific and Norfolk Southern at Sidney, Illinois. UP previously handled NS trains coming from Villa Grove through Sidney, which then continued to various destinations across the UP system. Once Precision Scheduled Railroading went into full swing around the 2018–2020 timeframe, the frog at Sidney was removed and the connection was allowed to become overgrown. After UP announced its plans to merge with Norfolk Southern, the frog was put back in and the area was cleared. Yet, to my knowledge, trains still are not regularly using this connection. Doing so could create additional work for employees of both railroads and demonstrate what can be accomplished through cooperation without combining two major Class I railroads into one company. Morale among employees is already extremely low.

Many employees with 20 or more years of service have reached a point in their careers where they may not be willing to relocate or continually exercise seniority to follow their jobs from terminal to terminal. Some will simply retire early or resign. We are repeatedly told that the merger will benefit employees and that there will be "jobs for life." However, a job for life does not necessarily mean a job at an employee's current terminal. If work is consolidated or moved to another terminal, employees may effectively be left with the choice of relocating, exercising seniority elsewhere, or leaving the railroad. This is especially concerning because many locations are already operating with very limited staffing. Losing experienced employees to early retirement or resignation will not help the railroads move freight safely or efficiently. The railroad industry depends heavily on experience, and replacing an employee with 15 or 20 years of knowledge is not as simple as hiring another person.

There is already significant concern among operating employees about the industry's movement toward smaller crews and increased automation. I worry that workforce reductions resulting from consolidation could further accelerate that trend. I also believe hiring and training standards must remain focused on ensuring that employees can safely perform the physical and operational requirements of railroad work rather than simply filling vacancies as quickly as possible. I am not opposed to Union Pacific and Norfolk Southern working together. My concern is that cooperation does not require a merger. Before approving a transaction of this magnitude, I respectfully ask the Board to consider whether the claimed benefits of the merger could instead be achieved through expanded interchange agreements, trackage rights, run-through service, and other forms of cooperation between UP and NS.

I also ask the Board to closely examine what would actually happen to employees at individual terminals if operations are consolidated, rather than considering only systemwide employment numbers or general promises of job protection.

For these reasons, I respectfully ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Melton Wilson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Charleston sc

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Theodore Robinson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Moberly/ Kansas city

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: PDX

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dan Diehl

Location: Trenton sub division

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mark Vannatter

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This will greatly impact family members, the members, and the general public in New Mexico. As information, Union Pacific has 618 miles of trackage in the great state of New Mexico.
Loss of great jobs eliminating terminals running through NM.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeff Pauley

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I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Griffin Charville

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joshua Blood Joshua Blood

Location: northern region

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Scott Bunten

Location: Roanoke, VA

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Juno Rondelli

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Patrick Jennings

Location: Roanoke Virginia

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Konnor Leeson

Location: Union Pacific's Tucumcari Sub and Carrizozo Sub

I offer the following as my own account, beliefs and concerns:
This mega merger will create a massive monopoly and rates for shipments may skyrocket.
I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tarentz Charite

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Please block this merger and call all these companies back on the carpet like you did after covid.

I offer the following as my own account, beliefs and concerns:

Before we get to the prewritten portion. I have worked for CSX over 29 years in the signal department. I have been a contract worker and a manager. My biggest fear is the reality we're already facing. CSX is cutting everything to make profit margins look appealing to whomever wants to swallow them up if this merger goes through. Our board and upper leadership are business people, not railroaders and it shows. Thank you, now to the rewritten portion. I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern. The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: terminal operations in Atlanta

I am writing to ask the Surface Transportation Board to deny the proposed acquisition of Norfolk Southern by Union Pacific.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Josh Simmons

Location: Birmingham East End

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Moffitt

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Harry Zogg

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thea Fisher

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

mike miller

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Rafe Lovelace

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Sidney sub ,powder river sub , south morrill sub

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lloyd Sanderson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I urge the Surface Transportation Board to reject this merger unless the applicants can demonstrate, with credible and independently verifiable evidence, that it will serve the public interest without sacrificing railroad employees, safety, service, and communities.

I offer the following as my own account, beliefs and concerns: I am writing as a Norfolk Southern employee to strongly oppose the proposed merger between Union Pacific and Norfolk Southern. From the employee perspective, this merger represents a serious threat to railroad jobs, facilities, communities, safety, and the careers of thousands of employees who have devoted decades of their lives to Norfolk Southern. The promised benefits of consolidation cannot be measured solely in corporate efficiencies while the costs are passed on to employees, their families, and the communities where we live and work. Railroad employees have seen firsthand what "efficiency" can mean: workforce reductions, facility closures, increased workloads, and pressure to accomplish more with fewer people. Combining two massive railroads creates enormous opportunities for management to eliminate positions and facilities it considers redundant. Those are not abstract numbers—they are people's livelihoods.

I am particularly concerned about the loss of skilled railroad jobs and the potential closure or consolidation of locomotive shops and other facilities. These facilities employ highly trained workers whose knowledge and experience cannot simply be replaced. When a facility closes, an entire workforce and the economic contribution it provides to its community can disappear. Employees should not be forced to choose between abandoning their families and homes or giving up careers they have spent decades building. Seniority rights, collective bargaining agreements, and other negotiated protections must not become meaningless because two corporations decide to merge. There are also legitimate safety concerns. Railroad employees inspect, maintain, repair, dispatch, and operate the equipment and infrastructure that keep America's transportation system moving. Reducing experienced employees or closing strategically important facilities may create operational consequences that cannot be measured solely by a balance sheet. Corporate promises of efficiency should not substitute for evidence.

The Board should require full disclosure of the expected impact on employment, staffing levels, facilities, shops, employee relocations, operating practices, and safety. Any commitments made by the companies must be specific, legally enforceable, and subject to continuing regulatory oversight. Most importantly, regulators should not approve a merger first and attempt to deal with its consequences afterward. The potential loss of jobs, facilities, and communities must be addressed before approval—not after employees have already been displaced and decisions have become irreversible. If the applicants cannot demonstrate that the merger provides clear and substantial public benefits that outweigh these risks, the appropriate action is to deny the merger. Norfolk Southern employees have invested decades of their lives keeping this railroad operating. We should not be treated as expendable costs on a corporate spreadsheet. Our jobs support families, businesses, and communities across the railroad's network. Respectfully, A Norfolk Southern Employee

I strongly urge the Surface Transportation Board and other decision-makers to reject this merger and protect the employees, communities, safety, and reliable rail service that should be at the center of this decision.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dustin Ward

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Silas Barton

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Austin Deaton

Location: NS

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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Proposed Union Pacific–Norfolk Southern Merger.

Lino Perera

Location: Csx miami

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Kenneth Hartman

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Voncha Halbert

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Noah Capps

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

GLEN DEININGER

Location: Lakeside and Shafter Subdivisions UPRR

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Jarrod Barber

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Proposed Union Pacific–Norfolk Southern Merger.

Jose Gonzalez II

Location: Amtrak

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Proposed Union Pacific–Norfolk Southern Merger.

Cade Humphreys

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Proposed Union Pacific–Norfolk Southern Merger.

Greg Brown

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Christopher Stopher

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Proposed Union Pacific–Norfolk Southern Merger.

Terry Campbell

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Proposed Union Pacific–Norfolk Southern Merger.

Rodney Stone

Location: St. Louis

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dylan Tweedy

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Hudson Miller

Location: Roseville subdivision

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steven Lekarczyk

Location: Chicago Line

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger is all about the mighty dollar. I'm writing this from the employee's perspective. Our union has not received any guarantees about future employment. Union Pacific is well known for cutting jobs and running a lean and unsafe railroad. There is no way once this merger/takeover is approved jobs will be cut. One of the only people on Norfolk Southerns side who will win is Mark George. He is the man with the golden parachute. Me and my fellow workers will have to live in purgatory not knowing if our jobs will exist. So please deny this merger/takeover. These companies and America will be better off staying separate.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Shane Stidham

Location: Gulf division

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will be detrimental to employees this comes at a time when inflation is an all-time high gas prices are all-time high housing is all-time high people can barely afford to live afford while working when they lose their job because of this merger, their whole lives could be ruined and this will happen. There will be several hundred if not thousands of people lose their jobs. Both of these companies have operated with record profits for the last several years. There is no reason why they cannot continue to operate separate just because of the poor management of one Company doesn't mean that another Company needs to come in and buy it up and cut jobs. there is no way that this merger is beneficial to anybody except for a few elites who will profit big time off of it. The people that will be affected by it are all opposed to it, the customers, employees, public. The other class one railroads. We know there will be many more job cuts than what they're saying. There will be line sales and line shutdown's that will affect many more people. and this will also set a very bad precedent for the next two railroads that want to merge and possibly make only two large railroads in North America, which will be a monopoly, and if the next possible merger denied, then that's not fair to those companies if this one gets approved. There is no reason that they cannot make this work with a partnership like CSX and BNSF has made. I'm asking you as an employee who will be affected by this to please deny this merger.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Marcos Martinez

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Pittsburgh Line from Harrisburg Pa to Pittsburgh Pa and Vice-Versa

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Eric Blackledge

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matt Guthrie

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jose Reyes

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lucas Machon

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Milo Hildebrandt

Location: Great Lakes division

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Proposed Union Pacific–Norfolk Southern Merger.

Kenneth Hannon

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Proposed Union Pacific–Norfolk Southern Merger.

Gavin Gelhausen-Buchanan

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Proposed Union Pacific–Norfolk Southern Merger.

Dakota Jones

Location: CSX lineville subdivisions

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Joel Hurtis

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tim Morgan

Location: Kansas City to St. Louis

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Proposed Union Pacific–Norfolk Southern Merger.

Cole Powers

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Carlin NV

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Donald Widajewski

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Caleb Hinton

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Humberto Colon

Location: Upstate NY

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Don’t be a—holes, deny the consolidation.
Thank you

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chris Jordan

Location: Springfield Hannibal district

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Paul Raymer

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Carl Thompson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

My main concern is safety! The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tim Ray

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: All of the trigger state area

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cody Boltz-Yordy

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jesse J Dewe

Location: Csx Buffalo ny

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Hunter Lafferty

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I am also concerned if this merger goes through, that in the future, the same thing that happened to the Chicago, Rock Island & Pacific Railroad in 1980 will happen again with the UP.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Samuel Haines

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ethan Mahaffey

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Justin Rew

Location: Morman terminal, Bellevue, Ohio

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Cincinnati / Louisville to Chattanooga

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Proposed Union Pacific–Norfolk Southern Merger.

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Proposed Union Pacific–Norfolk Southern Merger.

Pedro Huerta

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Proposed Union Pacific–Norfolk Southern Merger.

Gary Holmes

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Proposed Union Pacific–Norfolk Southern Merger.

Wesley Turner

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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Proposed Union Pacific–Norfolk Southern Merger.

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Location: Greenville, SC

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Marcus Devlin

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Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Marc McClelland

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

Not only will the proposed rail merger likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers, it will also result in a further gutting of employment opportunities within the rail industry.

The major rail carriers have been implementing what they call Precision Schedule Railroading, PSR, which essentially translates to doing minimal necessary work with the absolute fewest railroad workers. This merger will lead to further consolidation of workers for larger territories, resulting in even less maintenance being done and the increase of derailments rising while carriers chase lower operating expense ratios to bolster share price.

Furthermore. Should this merger go through, the result will be that next the BNSF carrier will attempt to merge with CSX in order to compete with the newly created mega-carrier UP/NS. This will further decimate competition within the rail industry, while increasing consolidation of employment opportunities. The costs of shipping will only continue to rise under these mega-corp rail carriers, while the costs and risks will be an ever-increasing burden on the American taxpayers.

I urge you to take immediate action to oppose the merger.

Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans employment opportunities while raising everyday prices, only to enrich UP's corporate executives and Wall Street.

Monopolies, particularly those in critical infrastructure such as rail transportation, are never in the best interest of the citizens.

Thank you so much for your time and consideration!

I urge the STB to take these issues into account when considering UP's application for its proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Welch

Location: CNO&TP South District

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

jesse conger

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steve Johnson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jacob C

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

I believe there shouldn’t be a monopoly in any industry including railroad industry, it’s our right to speak up and reject that. It limits oversight.

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Reese Saulter

Location: NS crossing in McDonough Ga and Locust Grove Ga, impact on the port of Savannah

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit. Specifically for people who live near the rail infrastructure, community impacts in include: - Increased costs for consumers- Longer trains- Blocked crossings- Delayed emergency response times- More truck traffic around intermodal facilities- Reduced neighborhood connectivity I urge the STB to take these issues into ac

I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: North Kansas City Norfolk Southern Yard

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Crystal Svoboda

Location: Union Pacific

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thomas Cartwright

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Corey Hayes

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Suffolk va. Norfolk va

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in employees having to travel further for work, due to the higher chance of smaller terminals getting shut down.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nathan Winiarski

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brandon Breeden

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Callum Robertson

Location: The United States of America

I am writing to request that the STB deny the proposed merger between Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

A combined system railroad extends the reach of one company and board of directors to all corners of the US, controlling major ports in the west and markets in the east. Railroads are in the business of making money, just like everyone else, and that much power and influence over the market would naturally appeal to shippers seeking a shortest or fastest route. A corporation of that scale would also have no direct competition as no other railroad has a network to the extent of the planned merger, controlling origin and destination points. This merger allows an unfair market distribution with the combined railroad holding 40 percent of all US freight traffic and putting the few remaining short lines into a subordinate market position. Reduced or no competition allows prices to be set higher than what a healthy competitive market would allow, increasing costs to end consumers. The merger would also impact the traffic density of individual rail lines and hubs, increasing truck traffic into terminals with established infrastructure in a very short amount of time, leaving communities scrambling to reactively upgrade these routes at much cost. Historically these mergers have eliminated jobs, reducing the power workers have for negotiating fair wages and safe working conditions and this one is no different. Why allow this to go through with promises of “this time will be different” when we know it won’t be and we’ll be scrambling to fix it later, at every Americans cost.

Deny this proposed merger and stand with railroad workers and local communities.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gary Duncan

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Des Moines, West Des Moines/Grimes line, BN Main, all customers and industries served in the Des Moines area.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Hundreds to thousands of jobs will be lost during the proposed merger. Individual as well as family lives will be negatively impacted and result in large scale unemployment.

Yards and lines will needlessly be abandoned. No maintenance or upkeep will be provided in this merger.

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ray Rodriquez

Location: Union Pacific, Pocatello, Idaho

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Elizabeth Montiel Roll

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Rick Seal

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Charles Fields

Location: Shaffers crossing Roanoke Virginia

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kody Gould

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Allen Brougham

Location: Rail lines operated by merger applicants

I offer the following as my own account, beliefs and concerns:

I believe that any approval of the UP-NS merger should comprehend total protection for the needs of Amtrak to run their trains on time by the host carrier, and assurances from the applicants that they will fully cooperate with reasonable requests to add additional service without the host carrier demanding excessive and exaggerated costs to implement such additional service. Historically, host carriers insist on extreme conditions to add service, by adding track, etc., notwithstanding that such additional track would benefit the host carrier in its own operations more so than the additional service on behalf of Amtrak (yet Amtrak is required to bear the full cost the same as if it were the only entity involved). This is not fair. I should propose, too, that compulsory arbitration be required in such instances that host carrier proposes costs for implementing additional Amtrak service to determine that the transaction is both fair and in the realm of public need and necessity. If this is made a mandate to approve the merger application, and all other conditions would allow it to be approved, then UP and NS might agree to such conditions. If not, then the merger application should be denied.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Lydell Owens

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Creating the first coast to coast railroad will create a corporate entity that will be too big to fail, and have the power to dictate to local, state, and federal governments whatever it needs. The Union Pacific will be able to drive costs up and labor down at will. Groceries are already too expensive.

Commodities have been transported via railroads for 200 plus years... why does the country need this? How can this do anything but enrich the top executives at UP?

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Kilmer

Location: community affected Voorheesville, NY and Altamont NY

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Shenandoah

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Corey Maynard

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. It will most likely cause us to lose more jobs just like always. The big railroads have taken enough over the years and given back to share holders at our expense. Enough is enough!

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jack Vossler

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Proposed Union Pacific–Norfolk Southern Merger.

Isaac ChavezPena

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

NICHOLAS BAKER

Location: The Main line on Norfolk Southern from Chicago to the east

I respectfully urge the Surface Transportation Board to reject the proposed Union Pacific–Norfolk Southern transaction.

I offer the following as my own account, beliefs and concerns:

I am a Vice Chairman with the Brotherhood of Maintenance of Way Employes Division representing employees on Norfolk Southern. I also write this as a former employee of NS working in the M&W department for 14 years previously. Maintenance-of-Way employees know what those words often mean on the ground: fewer employees covering more railroad, larger territories, consolidated gangs and headquarters, increased travel, more contracted-out work, and remaining employees expected to absorb the workload. The proposed transaction would create an approximately 50,000-mile railroad spanning 43 states. Switches, bridges, structures, and crossings still require inspection and repair. Derailments, floods, washouts, storms, heat, and cold still require experienced employees on the ground. When a Maintenance-of-Way employee retires and the Carrier eliminates that position through “attrition,” the work does not retire with the employee.

If ten employees retire and only five positions are filled, the Carrier may truthfully claim it did not furlough five employees, but there are still five fewer railroaders maintaining the property. The work is transferred to remaining employees, deferred, automated, or contracted out. The Board should distinguish projected future jobs from existing jobs. Projected traffic is not guaranteed. If existing positions are eliminated immediately to capture merger “efficiencies” while replacement jobs depend upon future growth, railroad workers assume the risk while the corporation receives the savings. If an employee's position is abolished but employment is theoretically available hundreds of miles away, that worker and family still face relocation, separation, or the loss of a career. Competition cannot be measured solely by whether UP and NS tracks physically overlap.

Shippers depend upon gateways, interchange opportunities, routing alternatives, short-line connections, competitive access, and the ability to choose among transportation providers. Approval would also reshape the competitive structure of the entire Class I industry and could create pressure for additional mergers. The Applicants should be required to prove substantial, measurable, and enforceable public benefits—not merely offer projections and corporate assurances. Not just lean on buzz words like "synergies" to try and amplify nondescript application filler. If this merger truly depends upon growth rather than workforce reduction, meaningful job protections should be enforceable. If it improves service and competition, those benefits should likewise be measurable and enforceable. Once consolidation of this magnitude occurs, it cannot simply be undone if the promises fail to materialize.

I respectfully urge the Surface Transportation Board to reject the proposed Union Pacific–Norfolk Southern transaction.

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Name withheld at participant's request

Location: All

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Also, Norfolk Southern is the most unsafe Rail Road company out here

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Jack Heller

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Hunter Schmidt

Location: Chicago

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jamie Basnett

Location: River sub / sedalia sub

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

FIDEL MARTINEZ

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jason Wilson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Martin Sapp

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lemuel Jones

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jesus Patino

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Proposed Union Pacific–Norfolk Southern Merger.

Miguel Renedo

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Name withheld at participant's request

Location: Pdx

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brian Root

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I have worked in the rail industry for 28 years. I have yet to see a railroad merger that increased or maintained the level of service that most customers receive. Bigger railroads only want to do business with bigger businesses. That forces smaller competitors out of the market, and consequently forces more trucks onto the roads to transport goods farther to bigger facilities.

Please recognize that this merger won't benefit myself or the communities that the merged railroad services.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Gage

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: NS - Harrisburg consolidated Terminal

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chad Whitsell

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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Tyson Klaybor

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Anthony Brazier

Location: NS cno&tp 3rd district

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Piedmont

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Vaughn Jones

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Norfolk Southern Avondale Yard

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Eddie Strom

Location: Tucson Arizona

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Old poca

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William Kelly

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Zachary Dalrymple

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Hale

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joe Wessel

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Salt lake

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Amir Siqal

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Erick Chavez

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jermaine Hamilton

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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-Job/labor cuts to boost profits

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Richmond Virginia

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Layne

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Anthony Saletta

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Goldsboro, NC

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chuck Soukup

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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William Hilliard

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
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- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Gawel

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: NS gulf division

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cassie Watts

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Richard Davis

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Elkhart Indiana

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Justin Fowler

Location: State of Indiana

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

Mergers only help the super rich. Those of us who work for a living are left to pick up the pieces when jobs are slashed and burned all in the name of efficiency. Safety is always cut in the name of corporate profits. The fines for failure is just a cost of doing business. This is a bad deal for America and rail customers everywhere.

Please don't gamble our lives to make a few people jist a little bit richer.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Illinois

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in a reduction of manpower in all departments, which could lead to the remaining employees being forced to work even longer hours, the abolishment of territories will make employees have to cover longer distances. Longer hours, and covering more territory with fewer employees jeopardizes the overall safety of the employees. Longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Leo Guth

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jakob Forsgren

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

August VanCleave

Location: Lincoln, NE

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

We need better more accessible rail in this country. Clearly greedy corporations aren't getting the job done.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Latasha Holland

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Shelton

Location: NS service to short line rail roads in Georgia.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Binghamton, NY

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Worrell

Location: Roanoke

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Aidan Roberts

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Troy Ginn

Location: Norfolk southern Atlanta terminal

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steve Hulett

Location: CPW 567, Laramie, WY.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jason Wiley

Location: St. Louis

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Marvin Sanchez

Location: Moffat sub

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steven Hess

Location: Geneva, Peoria, Adams subdivisions. Chicago terminal

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Justin King

Location: Every town the two lines travel

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Proposed Union Pacific–Norfolk Southern Merger.

Stuart Hurlburt

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Mechanicsville community

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Zac Nicholson

Location: Roanoke Va to Harrisburg Pa

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: BNSF/ CSX/ CPKC.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Keith Kerley

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Proposed Union Pacific–Norfolk Southern Merger.

Tim DeMoss

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jayden Mackin

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tracy Colburn

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

As a wife of a railroader, I oppose this merger. It does nothing but benefit the rich at the top of the corporate ladder and take jobs away from railroaders to increase the bottom line

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge you to take immediate action to oppose the merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Sofia Diaz

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mike Glebis Sr

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Proposed Union Pacific–Norfolk Southern Merger.

Anthony Z

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Proposed Union Pacific–Norfolk Southern Merger.

Joseph King

Location: Cajon Sub California

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Josiah Morgan

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Proposed Union Pacific–Norfolk Southern Merger.

Omari Midgette

Location: Coal terminal

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Proposed Union Pacific–Norfolk Southern Merger.

Joseph Lackey

Location: Roanoke terminal

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Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nathan Mills

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

rodney whiddon

Location: All rail

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ray Vigil

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Anthony Miller

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Cascades

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joshua Chestnut

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matt Kuhns

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nathan DeFayette

Location: Binghamton NY

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Austin Jenson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kathryn Price

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: New Orleans

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street…Also this merger rivals US monopoly laws as was with the SP/SF failed merger in the 80's because the government found the merger unfair to other railroads!…I fully in support this merger no Class 1 should be merging with other Class 1 railroads…NS should be broken up and acquired by other Class 1 as well as potential short line railroads all potential buyers should be invited to a auction of NS trackage and rail equipment!!!

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andrew Higgins

Location: Belt railway company of Chicago

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dale Yamutewa

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Emidio Gonzalez

Location: Sparks Nevada

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Shelley Gonzalez

Location: Reno Nevada

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cecily Simms

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Victor Briseno

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thomas Wagoner

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Charles

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bryan Esry

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I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Isak Motter

Location: All freight lines that interchange with NS in Pennsylvania.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

john zielinski

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Violeta Figueroa

I offer the following as my own account, beliefs and concerns:

I am writing today because I care deeply about our public transportation and know that a large merger like this will not do anyone any good. I have done research and heard stories from local reporters talking about the harm that is currently being done to communities across this country. The result of any large corporate merger, especially in transportation, is the maximization of profit at the expense of the workers and passengers. We saw this happen with Boeing following their merger and it costed lives. To maximize profits the rail company will be forced to add more train cars to each train and limit staff. This is dangerous because longer trains block traffic, overwhelm understaffed train conductors, and if transporting hazardous materials (which trains often do) can quickly become a massive public health concern.

Allowing a merger to go through after seeing what happened to Boeing is reckless and will very likely result in avoidable deaths. We all have heard about the tragedy in East Palestine Ohio and will be at risk of repeating this history if we put this corporation's interests above that of the public.

I hope my words have been convincing enough to move you on this issue. I sincerely hope that this merger is blocked and yet another industry in this country does not become cheap and dangerous due to corporate consolidation. Thank you for your time.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Gateway Western

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Anderson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William Jay

Location: Chicago Line Elkhart Indiana

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Travis Casteel

Location: Kankakee, Illinois

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Patrick Redmond

Location: Cleveland Terminal

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Columbus, OH. Columbus/Sandusky/Dayton Districts.

I offer the following as my own account, beliefs and concerns:

I am against the UP-NS merger not just as a railworker, but a citizen as well. Let's face it mergers are never good for the public or employees. UP claims competition will increase. Let's see the airlines said the same thing with their mergers and guess what? Less competition and the prices went up. This is exactly what will happen with this merger. Most trains are already 12-15,000ft. in length with DP power as is. UP loves to crank it to 18,000ft. That may work fine out west on flat ground, but a lot of the rip-rap terrain in Ohio and on east is a different story. The train lengths now hold some towns hostage and when one of these monstrosities break down you have cut off emergency personel for hours. Jim Vena talks how Chicago wouldn't get as congested due to not having to swap road power off the UP train and change it to NS power for moves on east. That doesn't really happen. The train swaps in Chicago deal a lot with changing to NS crews, but keeping the BNSF or UP power on, then going east. Not much delay there. Looking at past UP mergers(takeovers)they only want pieces of the pie, not the whole thing. I still think the major line is Chicago to New York. I really can really see the other lines being lofted off as they are more North-South. This merger is also going to kick off another "transcontinental" merger so the other railroad can survive. We are going to have redundent terminals that will close up and unemployment. Jim Vena promised everyone will have a job, but really is there anything in writing or law that can keep him to that promise? Sure you have a job, but if your terminal closes and you have to move 500 or more miles away in this housing market. Good luck. Why not approve this merger? Just look at the UP take over of the Southern Pacific. It was a fiasco with trains stopped in the same spots for days and sometimes going into weeks. It took months if not years to get it cleared up. More recently even the Conrail split was atrocious. CSX and NS had meltdowns as well. Companies should never become this big. Thank you for your time.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Willard terminal, Chicago to York corridor

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.
As mow employee, we are struggling to keep the tracks maintained to fra specs right now with the manpower we have. The proposed merger planed cuts and consolidation will have great impacts on the track structure that will in turn affect the safety of rail workers and the public these tracks run through. Also mathematically this merger does not make sense as an American that all the products my family purchases flow through the railroad industry at some point. So why would we support less competition the market share and natural cost control, over creating a border line monopoly with a class one railroad that is the much larger in all aspects that's other railroads. Which in turn would force more consolidation in the railroad industry to be able to compete with the class one that this merger would create. This merger would be bad for the near and long term future of America and the American consumer. Also past mergers have not had a good track record of smooth transition and this economy can not handle that type of disruption at this time.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: NS Huntington/Detroit line. (Former Wabash RR) northeastern Indiana

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jennifer Estes

I urge the Surface Transportation Board to put the safety of our communities first and deny the proposed merger.

I offer the following as my own account, beliefs and concerns:

As a mom, my biggest concern about the proposed Union Pacific–Norfolk Southern merger is safety. Our communities already deal with long trains, blocked crossings, and the risks that come with freight rail running through the places where we live and raise our children.

Making trains longer and increasing rail traffic means even more opportunities for crossings to be blocked, emergency vehicles to be delayed, and accidents or derailments to affect the families who live nearby. Those are risks that concern me far more than whatever financial benefits this merger may provide to the companies involved.

Families living along these rail lines shouldn't be expected to accept additional safety risks and disruption simply so two enormous corporations can become even larger.

I urge the Surface Transportation Board to put the safety of our communities first and deny the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cody Pike

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Wilson

Location: Ohio River Valley. Wheeling, WV - Huntington, WV

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations.

I offer the following as my own account, beliefs and concerns: After 25 years in the industry, I continue to watch it devour itself, with promises they never keep, and service that retracts, its affects on jobs, communities, and safety....Right in front of our faces...without letup. UP says it will take "2.1 million trucks off the road". People, these class one railroads PUT THEM THERE IN THE FIRST PLACE! In fact, we're still waiting for the trucks to be taken off the road after the Conrail split in '99. We're up to our necks in trucks, beating the hell out of the highway system while the class-ones walk around like Helen Keller. It was going to get better after UP took over the CNW. Nope. Then it was the Rio Grande...poof! Then it was the Missouri Pacific...gone! All lies. Lies, people.

The STB cannot let this go forward. It will have national repercussions, not just regional....and by the time its all played out, those responsible will be retired or dead...and the taxpayer will be stuck with the losses. How do I know that? We've been here before. Jim Vena claimed the rail industry is "more capable than its ever been." What a blasphemous statement. The railroad used to deliver the MAIL. With all the abandonments and service cuts, they arent even in the same zip code anymore. How that even came out of his mouth is reprehensible. Before any of you approve this monstrosity, you better make a trip to Buffalo, NY and see the damage that this merger-mania has already done. I'll give you the guided tour. So, I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit. Specifically for people who live near the rail infrastructure, community impacts in include: - Increased costs for consumers - Longer trains - Blocked crossings - Delayed emergency response times - More truck traffic around intermodal facilities - Reduced neighborhood connectivity We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

McKenzee Masters

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Thomas Hawko

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Donald ishmael Donald ishmael

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Chris Wade

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Colten Woodruff

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Proposed Union Pacific–Norfolk Southern Merger.

Michael Breaux

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Proposed Union Pacific–Norfolk Southern Merger.

Brian Garrison

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Stefan Brems

Location: Northern Utah

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

They want a merger we want better work/life balance. We want the opportunity to retire from our manual labor jobs after 20 years no matter how old we are NOT hope we have sustained enough permanent damage to our bodies and have the paper trail to support an occupational disability retirement. My body is broken and I'm 44! You let them merge and you are creating a monster.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Taylor Rhodes

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

I am a 12 year conductor of CSX Transportation. I've witnessed the pre, during, and post PSR era of railroading. I am 2nd generation railroader and have witnessed unregulated, uneducated, white collar businessmen and women make grossly mistakes in basic operations first-hand. This is across the entire nation. These hedge funds that have put individuals that lack real life experience with operations other than saving a penny for a stock price in as board members do not have the American economy anywhere on their radars as a priority. The fact remains, this proposed acquisition exists only because the carriers and their shareholders have exhausted all options of cutting and selling things off to artificially inflate shares. CSX for example has put a CEO in position with zero railroad experience and only aims to eventually make a quick buck at doing the same with the company. We are running with skeleton crews as we speak. There is no longevity and they are purposely keeping staffing levels low. The arrogance displayed by Jim Foote to the STB in person years ago is exactly what's going on currently behind closed doors and under the federal governments table.

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There is a railroad crossing right in front of my school. One day an excessively long train stopped, blocking multiple crossings at once. There was a train shaped barricade that stopped me from getting to school, and I could not drive around it as the train was so irresponsibly long. This stopped me, other students, and even teachers, from getting to school.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Henry Carpender

Location: grade crossings in Chicago, IL. UP Metra, Amtrak that uses NS ROW

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Joshua Cassady

Location: All

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This merger will truly impact the railroad industry and put workers jobs at risk across the class 1's. Even though UP is guaranteeing union jobs won't be affected. They have already started idling yards and crafts already. This is a monopoly scheme.

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Proposed Union Pacific–Norfolk Southern Merger.

Steve McCue

Location: Crossings

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Chris Nemarich

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nicholas Farfan

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: UP mainline through Omaha

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gary Hoefler

Location: Louisville Kentucky

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

These are not good companies to work for and are not in the best interest of workers and the public. I love my community and would like to stay employed locally instead of the merger impact of jobs being moved to other cities.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randy Walker

Location: Portsmouth Ohio and all surrounding areas

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Sunset corridor

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

JAMES HEADRICK

Location: CNO&TP South

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randall Knerler

Location: Greater Chicago

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joshua DeWayne McNabb

Location: CNO&TP South

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dominic Little

Location: Terminal Railroad Association of St. Louis

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Travis Kissling

Location: Phoenix

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Lastly, the overwhelming monitoring the railroads are practicing from inward facing cameras leave continual stress upon rail workers . Every day is a day to get fired for the most minimal infraction. Conductor trainees and seasoned conductors have strict demands upon them to point, trace, and call switching routes and derailments are still happening. Sadly, American railroads cannot retain workers because American railroads have become less concerned about their employees and more concerned about firing those employees that work irregular shifts. It is baffling that rail workers and supervisors have an increasing animosity towards one another. Railroads give incentives to new hires but shun those men and women that have over 10-30 years of service . The railroads are not doing anything to retain union labor but every thing to terminate their work force . With increasing technology, the railroads have not become safer, training has become more stringent to the point that railroads drive out the talent they need to operate a safe railroad. Ridiculous safety protocols have not helped the industry but have made the industry despised by the rank and file employees… yes, even their supervisors.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kevin Sanderson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jonathan Davis

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matthew Mruz

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nadine Orizal

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nicholas Lightner

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Avery Bono

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Glenn Royer

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Massimo Bacchiocchi

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Timothy Mcsweeney

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Altoona, Pa

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Juan Lara

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gregg Wertz

Location: Beacon Hill / Alta Vista neighborhoods in San Antonio, TX

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Sachin Talagery

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Kyle Darling

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Ian Gilhooly

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Proposed Union Pacific–Norfolk Southern Merger.

christal little

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Proposed Union Pacific–Norfolk Southern Merger.

Natalie Lunsford

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Proposed Union Pacific–Norfolk Southern Merger.

Maria Sammut-Mascaro

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cory Henry

Location: Missouri

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Proposed Union Pacific–Norfolk Southern Merger.

Tiffany Henry

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Proposed Union Pacific–Norfolk Southern Merger.

Tom Dolinka

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Anthony Lucero

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Proposed Union Pacific–Norfolk Southern Merger.

Albert Heylin

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Proposed Union Pacific–Norfolk Southern Merger.

Rheneas Teagarden

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Roberto Velasquez

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John McGowen

I offer the following as my own account, beliefs and concerns:

I'll try to keep this short.
I'm an engineer for Union Pacific of 23 years.
My concern is that after this merger, the railroad could elect to have more of its work contracted out to short lines, just like it recently has chosen to do in Eugene Or. this not only displaced many employees, but it has caused several delays in traffic. After the merger with Southern Pacific in 1996, Union Pacific almost immediately decided to tear apart the large Hump Yard in Eugene, Or, only to realize it's significance after more than half the yard was destroyed, which to this day has never been rebuilt. Also, during that transition, UPRR decided to abandon a section of track between Alturas Ca, and Flannigan NV. This section used to serve not only as a normal route for customer traffic but it was often used as a very important re-route during fires, flooding and washouts through the Black Butte and Valley subdivisions that follow the Sacramento River.

The railroads, have one problem that very much concerns me. Lessons learned are often quickly forgotten. It's all too often that they have to re-invent the wheel, because new leadership is short sited, and often quick to make changes that past leadership has already had to learn from.
We need protections in place that not only protects current employment, but protects infrastructure for many years. The merger needs protections that will bar the railroad from making any major changes to its network that includes destruction of rail lines, properties, and terminals, and also any changes that defer its obligations to any third parties, for a minimum of 20 years. It will take the railroad many years to know what it is they truly have, and how to best manage it.

I'm not anti-merger, I am pro merger with safeguards. If done properly the country could benefit from this transition. If left to quick thinking corporate leadership that only worries most about investors and self interest, we could see disastrous decisions that could be impossible to recover from.

John D McGowen

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Proposed Union Pacific–Norfolk Southern Merger.

Colin McCarville

Location: Raleigh Durham

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randy Fannon

Location: Norfolk VA to Columbus OH

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kaylee Johnson

Location: Wyoming and surrounding.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Reba Shiel

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Southern California railway

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Kissam

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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- Longer trains
- Blocked crossings
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- More truck traffic around intermodal facilities
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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kankakee IL

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Zachary Gillon

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tyler Clarke

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James O'Donnell

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gregory Bretz

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeff Lee

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gary Quick

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I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: NS lines: Binghamton to Ithaca, Cortland to Pennsylvania, Ithaca to Upper Lansing. Corning to Ithaca.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

As a NY resident in the Finger Lakes, I know that Norfolk Southern is our primary rail constract. This merger will not add enough conductors to make railways safer. Longer trains mean conductors are working more alone on long shifts. 2-3 people should not be running mile long trains on 2-3 locomotives. It's incredibly unsafe for the railroad workers and it promotes an environment that neglects safety for the general public. Trainhopping is not uncommon in NY, I foresee that we will have a derailment or death almost immediately after this merger goes into effect. Derailments cost our communities their health, safety, and climate future. If larger railroad companies want to combine, they are welcome to become nationalized.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Please do not allow the Union Pacific Norfolk Southern merger take place.

I offer the following as my own account, beliefs and concerns:

Monopoly is a shit game and it needs to stop being imitated in real life policies. Flip the board off the table and do better.

Please do not allow the Union Pacific Norfolk Southern merger take place.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nicholas Sears

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Lucken

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nathan Gerber

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cosmo Cho

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

T. Sandoval

Location: Small town/ communities

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

roger reid

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Perry

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Isabelle Pantell

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Solomon Hamilton

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Brian Lawyer

Location: Ft. Wayne In

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Brittany Sherrod

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Matthew Pfaff

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Haleigh Purich

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Proposed Union Pacific–Norfolk Southern Merger.

James Barton

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Proposed Union Pacific–Norfolk Southern Merger.

David Sharp

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

I'm sure you've heard plenty of pre-written responses, and I was about to submit one as well. However I thought that something, even short and informal, would have greater impact than a pre-written statement. UP & NS have both promised Union jobs kept after the merger, however I don't see this as good as it may seem at first. Let's take Chicago (my hometown) for example. It's a city with bustling UP & NS action, and plenty of people employed by each individual railroad. However with this merger, many people will be put on much less jobs, resulting in smaller income, and many will not be able to make ends meet anymore. I believe this will affect almost every employee in cities like these, St. Louis, Memphis, even Dallas/Fort Worth. Not to mention the maintenance facilities, you don't need two massive maintenance shops in one city! Let alone the number employees at each one losing so many hours from the consolidation. UPNS will not have to worry about too many employees staying, because so many will leave voluntarily! Another thing on my heart that is not as big a concern, but that needs to be shared is historical integrity. Union Pacific does not seem to care about its history. Norfolk Southern has done much more to allow tourist railroad steam excursions on their line in the past, not out of tradition but for the sake of preservation. Union Pacific shares this to some extent, but only cares if the name "Union Pacific" is plastered on the side. Their "Foreign Steam Policy" is awful and many times prevents predecessor railroads' locomotives from being able to operate, a prime example being Cotton Belt 819 in Arkansas. Cotton Belt 819 has been sitting for 30 years. Only now has it been considered for a cosmetic restoration.

There's much more that I could talk about, but to be honest I'm procrastinating my mechanics homework because this is something that I am passionate about that needs to be said. Thank you for your time reading this.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jack Gould

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Arianna Iacenda

Location: Florida

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And as someone who uses and enjoys passenger rail service, I fail to see why a merger would benefit me or others who use passenger rail especially if the merger would result in even greater congestion on passenger corridors like the Capital Corridor, Gold Runner, or the various long distance Amtrak routes. Amtrak passengers already have to face delays due to being relegated to sidings because of long freight trains having de-facto priority over Amtrak trains or simply not fitting into the available sidings. And that's not even getting into how this could potentially affect possible expansion of Amtrak or other passenger services elsewhere.

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Elvin Torrado

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Sean T Gunter

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Kevin Evanski Kevin Evanski

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Proposed Union Pacific–Norfolk Southern Merger.

Vincent Lane

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

I vehemently oppose this merger as it makes a de facto monopoly on rail roads. It should be blocked by antitrust laws and unions as a whole. The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Delores Hill

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chuck Schulz

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rashaud smith

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Specifically for people who live near the rail infrastructure, community impacts in include: - Increased costs for consumers - Longer trains - Blocked crossings - Delayed emergency response times - More truck traffic around intermodal facilities - Reduced neighborhood connectivity We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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Things already cost too much, stop taking advantage of the little guy. Do the right thing.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Mid-south corridor

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Harrisburg PA to points East and South

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Micah Womack

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Philip Krivickas

Location: Chicago terminals and NW Indiana

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dan Dewitt

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeff Larsen

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dale Bogart

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The public and those in the Rail Industry have seen time and again the projected "creation of jobs" promised by Railroads leading up to an acquisition and merger that never come to fruition. CP projected the creation of 800 new jobs if its acquisition of the KCS was approved by STB, they have not only not come close to meeting that and in fact are actually at a deficit from that 800 they projected. In 2015, when Norfolk Southern acquired the South Delaware and Hudson Lines, they assured in the Implementing Agreement with BMWED, that they would hire (from active CP D&H BMWED Forces) 65 employees to "man the line", 90 days later, NS cut 20 positions, down to 45. Beyond those cuts, from 2015 through 2026, NS went from 65 employees on the D&H South Lines down to approximately 26 which reflects a 60% reduction in positions initially committed to in the 2015 Implementing Agreement with BMWED. Employment trends on both UP and NS show a stagnation of hiring ever since the July 2025 announcement of the merger and therefore limiting their alleged commitment of "jobs for life" which is an unenforceable commitment they are cloaking as a good deal for employees with no real or true boundaries. The industry has seen this play out enough times to say "enough is enough" with the false promises of safer and better service while jobs are reduced, lines are spun off, and communities and employees are provided no protections.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

charles jolly

Location: Blue ridge division, roanoke district, H Line

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: CP/KCS business in upper midwest.

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- a railroad is a railroad

You can look at past practices. The railroads industry an hold. They will provides service when it is convenient for them and undermind the general public safety to boost market share. -PSR is a prime example of how far they will go to save one dollar. PSR caused reduction in crews across all departments. Trains are longer due to combination of train. Longer train blocking road, and train lengths out growing track size. Longer train causing more delays due to the new restrictions. Longer train has been proven to cause more derailment (east Palestine, Ohio.) The railroad has reduced train crews to bare bones, crew are forced to work tired.

Thank you

A railroad is a railroad let past events speak for the future.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Anne Harrison

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Matthias Keene

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Leandro Banchero

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andrea Gregg

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Proposed Union Pacific–Norfolk Southern Merger.

Douglas Murphy

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I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The claims of Union Pacific as to the need of a "complete coast to coast" rail network outline exactly what will come if this is approved. This will create one of the largest transportation companies on the planet that will be too far out of reach from any financial negotiations or regulatory oversite which, that in itself; is a Monopoly.

By eliminating any competitive shipping options in overlapping service areas, this corporate giant will have total control of the cost of goods and services shipped throughout the United States. This WILL increase the average cost paid by all Americans for most of the goods and services they use every day.

Union Pacific has already shown that it cannot sustain operations to a satisfactory level during the disastrous merger with the Southern Pacific Railroad. Operation bottlenecks and complete system gridlock occurred prompting the federal government to force a corrective action plan to rectify this. As a result; manufacturing, supply chain, retail and general services that relied on the Union Pacific Railroad were forced to shutter. Some never returned.

The Southern Pacific and Santa Fe were denied the ability to merge in 1986 by the ICC due to the proposed railroad being anti-competitive. This is what needs to happen in this case.

The immediate job loss will be substantial for employees of Norfolk Southern. Many fear that when negotiated labor contracts expire, they will not be renewed resulting in further substantial job loss.

Many fear miles of trackage being sold off or abandoned altogether, especially in overlapping service areas resulting in further job loss.

History has shown that without competition, markets inflate to the point of total collapse or the need to be split in to competing entities (I.E. Standard Oil).

This proposed merger violates the very anti trust laws that were created to curtail monopolies such as this.

Further railroad consolidation will ultimately occur if this merger is allowed.

The shareholders of these two corporations should not be allowed to dictate the price that will be paid by the American people for this disaster if it is allowed to happen.

I urge you to take immediate action to oppose the merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Sydney Foster

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lloyd Pinnick

Location: Union Pacific-Southern Corridor interchange traffic moving via Kansas City, St. Louis, and eastern gateway connections

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Proposed Union Pacific–Norfolk Southern Merger.

Ryan Kalsow

Location: Chicago

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matthew Larson

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Proposed Union Pacific–Norfolk Southern Merger.

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Location: NS SP Line/Vernon Siding. Muncie IN

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Sean Gerie

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: All communities

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jordan Sinrud

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: BNSF KCT

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Proposed Union Pacific–Norfolk Southern Merger.

Jesse Werkmeister

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Proposed Union Pacific–Norfolk Southern Merger.

Harold Montgomery

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Marcus Parsons

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christopher knotts

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brady DeFrain

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UP keeps saying this merger is for the good of the country. Do you really believe that UPRR cares about anything other than money, power, and shareholders?

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Doyle Ragsdale

Location: CSX Atlanta Division

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: System wide

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matthew Roebuck

Location: Pittsburgh

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Mccabe

I ask the Board to deny the application.

I offer the following as my own account, beliefs and concerns:

My objection is the effect on railroad workers and on the ability of their unions to bargain. This transaction would replace two Class I employers with one coast-to-coast carrier. Today, maintenance-of-way employees, engineers, trainmen, signalmen, carmen, and clerks can compare wages, work rules, and staffing between Union Pacific and Norfolk Southern, and between those carriers and the other Class I railroads. Pattern bargaining works because no single carrier sets the terms for the whole country. After this merger, one management would write the operating plan, the staffing plan, and the contracting-out policy for a network stretching from the Atlantic to the Pacific. A union that cannot threaten to move work, or point to a competing carrier's better agreement, bargains with less leverage. The Board should not treat a "job for life" press statement as a substitute for bargaining rights.

Union Pacific has said every employee holding a union job at the time of the merger will still have one, and that the deal will produce about 1,200 net new union jobs by year three. A headcount pledge is not a collective bargaining agreement. It does not protect the scope of work, the classification, the location, the seniority district, or the rate of pay. It does not stop the carrier from contracting out maintenance-of-way work, selling or leasing lines, or reclassifying pieces of the railroad so that New York Dock protections no longer apply. The International Brotherhood of Electrical Workers has already said Union Pacific declined to make meaningful commitments on the job issues that matter. The Brotherhood of Locomotive Engineers and Trainmen, the Brotherhood of Maintenance of Way Employes Division, the Brotherhood of Railroad Signalmen, and the Transportation Communications Union oppose this merger for the same reason.

The carrier will seek the lower wage rule, the looser staffing rule, the broader right to contract out, and the seniority arrangement that lets it move people at its convenience. Dovetailing seniority across a combined system puts decades of earned standing at risk. Forced relocation is not job security. Past consolidations were followed by fewer people maintaining more miles of track. That is a safety problem as well as a labor problem. Employees are told that 49 U.S.C. § 11326 and New York Dock conditions will preserve their agreements, income, and seniority. In practice, carriers have used line sales, short-line spinoffs, and arbitration to get around those conditions. If any part of the combined system is treated as a Class II or Class III railroad, the protections that apply to Class I employees can be stripped away. The Board should assume that whatever is not written as an enforceable condition will be bargained away, or avoided, after approval.

If it does not deny the transaction outright, it should not approve it without conditions that protect bargaining, not just headcount: No reduction in maintenance-of-way, signal, operating, or clerical crafts for a defined period, measured by craft and region, not by a company-wide "net" number that hides cuts in one place and hiring in another. A ban on contracting out work now performed by agreement employees, and a ban on line sales or leases used to escape collective bargaining agreements or New York Dock protections. Preservation of existing agreements until each craft bargains a successor agreement, with no imposed harmonization that selects the weaker rule. No forced relocation outside an employee's existing seniority district as a condition of keeping a job. Protection that follows the work if any line is sold, leased, or reclassified. It should be rejected.

I ask the Board to deny the application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: major cities and rural areas

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Paris Taylor

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kenneth Bettis Sr

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Fernando DeLuna

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Noah Southward

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Jeffrey Davis

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tom Knopf

Location: TRRA of St Louis

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: UPRR Springfield Sub

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kevin Jett

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Proposed Union Pacific–Norfolk Southern Merger.

Stephen McGinn Jr

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Proposed Union Pacific–Norfolk Southern Merger.

Thomas Carlo

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Rick Mullins Jr

Location: All

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I realize this isnt going to matter. The rich people are going to get whatever they want reguardless. Theyve paid all the right people,lined their pockets with a lil extra cash...and will accomplish whatever they set out to in the end.
Im certain there are more that wish to see this merger fail than not...but i dont believe public opinion is a genuine concern at all. The money and people paid to make this happen will prevail

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Proposed Union Pacific–Norfolk Southern Merger.

Vincent Amos

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Proposed Union Pacific–Norfolk Southern Merger.

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Proposed Union Pacific–Norfolk Southern Merger.

Dmitriy Tsitlik

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Proposed Union Pacific–Norfolk Southern Merger.

Damian Garcia

Location: Chicago Il.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Quentin Lehmann

Location: Brazos Yard, Giddings sub, Lockhart sub, Waco sub, and Smithville subs

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Diego Gutierrez

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ethan Rocca

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jerry Hobbs

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Noah Tabler

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Clarance Carmody

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Danny Yates

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Will Royston

Location: Atlanta GA, CSX, Abbeville SC- Atlanta Ga, Atlanta Ga - Chattanooga TN, Manchester Ga - Nashville TN

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

Union Pacific offered employees a stock program with public praise but with the buyout it shows who actually is benefitting from this. Lower ranking employees will have life's changed forever, as the pockets who NF shareholders will get away with a premium amount.

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William Daub

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Jason Kubik

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ben Blackshare

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Eric Dillman

Location: Peru, Indiana

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thomas Snider

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Union Pacific

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Valla

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Babb

Location: Sheffield al

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chris Johnson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

I'm not sure how much I write is truly impactful, but I think it's short sighted for most to be guided in group to oppose or favor the merger. I don't think that's it's even truly a merger in the simplest sense, as the combined railroads aren't being represented once an approval may be made. Today UPRR is a whole railroad and it is a combination of many prior lines, look at their heritage scheme locomotives, but it is today UPRR. They will be UPRR as well if they can obtain the right to incorporate NS. Realistically there are only 2 "mergers" BNSF and most recently CPKC. UPRR has grown itself via acquisitions and I believe that the rules related with regards to this combination or transaction are very much being followed and adhered to in all proper regulatory manners. The paperwork has been filed and submitted, the protesting and other such items, really truly are not important. The reality of modern American markets and capitalism dictates, that growth and size are paramount to any business survival. The oldest form of transportation must leap forward, the upcoming technologies won't sit idly by.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mason Brown

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Palenik

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: BNSF

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I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mike Ragard

Location: Bethlehem Pa hump yard

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ben Johnson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Valdosta Georgia

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Shaun Vola

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steve Johnson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Adam Taylor

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Adam Shah

Location: Fresno sub nile sub/ martinez sub

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Blue ridge Division

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Dallas/ ennis/ meniloa/ Choctaw

I oppose the proposed Union Pacific and Norfolk Southern merger because I believe it is bad for railroad employees, bad for competition, bad for rural America, and potentially bad for the farmers and ranchers who depend on reliable rail transportation.

I offer the following as my own account, beliefs and concerns:

I say that not only as a Union Pacific railroad employee, but also as a farmer and rancher. Every train, every switch, every piece of track, and every shipment depends on employees being properly trained, rested, staffed, and equipped to do their jobs safely. We have already seen the railroad industry move toward doing more with fewer people. A merger of this size will inevitably create pressure to eliminate positions, consolidate facilities, reduce staffing, and cut costs. What looks like "efficiency" to corporate management can mean longer hours, more responsibility, more fatigue, and greater pressure on the employees who remain. Combining two major Class I railroads would create an even larger railroad with enormous control over freight transportation. Once that level of competition is gone, customers may have fewer choices and less leverage. Farmers need to move grain, fertilizer, feed, fuel, equipment, and other commodities. Transportation costs already have a major impact on whether a farm operation makes money or loses money.

If rail customers have fewer transportation options, they could ultimately face higher rates, poorer service, or both. Railroads provide jobs, contribute to local economies, pay taxes, and connect rural producers to markets across the country. When a railroad consolidates operations, decisions about those communities can be made by people who may have little understanding of what those rail lines mean to the farmers, ranchers, businesses, and families living along them. I understand the argument that this merger could make the railroad more efficient and improve freight transportation. But efficiency should not simply mean fewer employees, fewer facilities, fewer maintenance resources, and more pressure on the workforce. I want Union Pacific to be successful. I want American railroads to be profitable and competitive with trucking and other forms of transportation. I want railroad employees to have good-paying careers that they can build their families around.

I also want farmers and ranchers to have dependable transportation at a reasonable cost. My concern is that this merger puts too much emphasis on corporate consolidation and not enough on the people and communities that actually depend on the railroad. And as an American, I believe critical transportation infrastructure should not become so concentrated that a handful of companies have overwhelming control over it. I believe regulators should look beyond the promises of efficiency and carefully consider the consequences for railroad employees, safety, competition, agricultural producers, shippers, and rural communities. Once we eliminate competition and consolidate critical infrastructure, we cannot simply reverse the decision if it turns out to be a mistake. For those reasons, I strongly oppose the Union Pacific–Norfolk Southern merger.

I ask the Surface Transportation Board to deny the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Winter

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Proposed Union Pacific–Norfolk Southern Merger.

Michael Hall

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James M Kallassy sr

Location: Chicago line , Boston line southern tier line

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Proposed Union Pacific–Norfolk Southern Merger.

Johnny Long

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Anthony Zebrowski

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I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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Proposed Union Pacific–Norfolk Southern Merger.

Paul Fries

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Aaron Householder

Location: Keystone division, Norfolk southern

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Aaron Hogue

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Perry James

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: lafayette indiana

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thomas Cartwright

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kenneth Tucker

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Proposed Union Pacific–Norfolk Southern Merger.

Kenneth Rydzynski

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Okenka

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I oppose approval unless the applicants demonstrate that the claimed public benefits are achievable, depend on the merger, and outweigh its competitive and operational risks.

I offer the following as my own account, beliefs and concerns:

I am a locomotive engineer with more than 20 years of operating experience. These comments reflect my experience and public information and do not represent my employer or any labor organization. Moving additional traffic requires qualified crews, serviceable equipment, and usable track and terminal capacity to be available together, where and when the traffic moves. Spare capacity elsewhere cannot necessarily resolve the shortage constraining a particular corridor or terminal. UP and NS project approximately 2.1 million annual truck-to-rail diversions, $3.5 billion in annual shipper savings from those diversions, and 1,200 net new union jobs by the third year. CAPACITY AND TIMING In Decision No. 21, PB-5, the Board asked how projected benefits could be achieved within three years given capacity constraints, construction timelines, and dependence on shipper investment.

Require an auditable schedule for major growth corridors identifying projected traffic, usable mainline and terminal capacity, additional crews and equipment, required infrastructure, and when each resource becomes available. Identify the limiting constraint and consequences of delay at each location. TEST BOTH GROWTH AND READINESS Require separate scenarios for lower-than-projected growth and for projected growth arriving before necessary capacity is available, followed by combined scenarios where appropriate. Illustrative tests could examine 25%, 50%, and 75% realization of projected truck diversions alongside the full forecast. Recalculate benefits, staffing, equipment needs, and service outcomes for existing customers and new traffic under each scenario. Identify which investments and staffing commitments would remain if growth disappoints, and how existing service would be protected if those commitments change. Distinguish truck diversions from traffic shifted between railroads.

Assess which benefits could be achieved through improved interchange, joint marketing, or other alternatives under 49 CFR §1180.1(c). SERVICE RESILIENCE In 2022, the Board required UP, NS, and two other major carriers to develop service recovery plans following serious service deficiencies. The Service Assurance Plan should identify resources available to recover from crew shortages, equipment failures, weather, terminal congestion, and traffic surges. Use first- and last-mile service, trip-plan compliance, and restoration times, with enough geographic detail to reveal local failures that systemwide averages could conceal. Explain how integration-related changes affect that recovery capability. JOBS AS OPERATING CAPACITY Reconcile the public employee-impact exhibits with traffic and service forecasts by craft, location, and year. Account for attrition, transfers, hiring, training, and qualification timelines. Distinguish positions authorized or advertised from employees qualified and available to perform the work.

ACCOUNTABILITY AND EFFECTIVE RELIEF Section 1180.1(c)(1) anticipates additional measures when projected public benefits fail to materialize in a timely manner. For each major benefit relied upon to justify approval, identify a measurable benchmark, delivery timetable, reporting method, and corrective process. Distinguish changed external conditions from failures to provide committed resources. Shipper protections also need practical tests: What triggers relief? How quickly can alternate service become available? Which customers and traffic are covered? What costs or procedural barriers could prevent its use? Explain how protections operate throughout the oversight period of at least five years under §1180.1(g). The Board should resolve these questions before approval and make commitments on which approval depends enforceable conditions.

Where significant harms cannot be adequately remedied, approval should be denied.

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Proposed Union Pacific–Norfolk Southern Merger.

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Location: Laporte, IN

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nathan Estes

Location: TRRA and all the overlapping routes.

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Proposed Union Pacific–Norfolk Southern Merger.

Michael Tackett

Location: Tennessee

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Proposed Union Pacific–Norfolk Southern Merger.

Andrew Hayes

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Perry Geller

Location: Lakefront Limited Chicago - Buffalo Lines

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Eli Steiner

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Cleveland Ohio

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Proposed Union Pacific–Norfolk Southern Merger.

Zack Reed

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Heather Taylor

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Dreibelbis

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Proposed Union Pacific–Norfolk Southern Merger.

Patrick Courtemanch

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I offer the following as my own account, beliefs and concerns:

To be clear. This merger does not help the economy. Consolidation of companies decreases competition which in turn drives costs up (because who else can a consumer go to) and it drives down real innovation (why try harder when there is not another choice). If UPNS really wants this merger, require the resulting entity to split into 2 or 3 east coast to west coast railroads. They get their sea to shining sea railroad while true competition which is good for capitalism is preserved. I admit that is a far fetched idea but what else is there but to either deny the merger which also maintains competition and keeps or economy moving, or, allow the merger, stagnate competition which will further crush our economy.

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Name withheld at participant's request

Location: Luther, ao smith, federal, roxana, wentzville

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Kieran Harrington

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tom Modica

Location: Chicago

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joe Cortez

Location: South eastern US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Christophet Gilpin

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: California

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steven Maciag

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Richard Fowler

Location: Mojave subdivisions/Tehachapi's

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

jonathan strickland

Location: Dillard Yard to Brosnan Yard

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Teresa Curles

Location: Atlanta ga

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Proposed Union Pacific–Norfolk Southern Merger.

Mario Schork

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Proposed Union Pacific–Norfolk Southern Merger.

Joseph Sisk

Location: Princeton Indiana

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Moberly, Mo Kansas City, Mo

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Norma Bullock

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Aaron Grace

Location: Union Pacific Geneva Sub (Metra UP-West Line)

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dereck Haugen

Location: Houston tx

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

william poe

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Omari Midgette

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Howard Ostermeier

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brandon Dykstra

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thomas Galloway

Location: NS Chicago to Pittsburgh to the Northeast Corridor.

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I am a retired, 3rd generation railroader. I Witness the 'wreck of the PennCentral, experienced firsthand, the creation of ConRail, and the carve-up of ConRail by NS and CSX. In every case, the impact on Labor was detrimental, as was the impact on the communities served, and line abandoned.

As a passenger rail advocate and frequent rider over the lines involved, I am concerned about more delays.

As a Legislative Representative for the operating crafts since 1974, who is still actively watching rail safety issues. longer, heavier trains are a major concern. We already have communities that are blocked for hours, even days at a time, causing major problems for school busses, emergency response crews as well as the residents.

Trains that are too long to fit in sidings, and run out of time under the hours of service, blocked AMTRAK for hours. I have experienced this as an Engineer and as an AMTRAK Passenger.

FRA and STB recommendations regarding train length and blocking are being ignored. Allowing this merger walk only further exacerbate this situation.

In closing, I am asking as a citizen, AMTRAK customer, and veteran railsafety advocate, please stop this merger.

Thank you for your time.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Laurie Brumfield

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Alexandra Mattie

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Austin Britt

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Stephen Frey

Location: Union Pacific Grand Junction, CO

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Sunset Service unit

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Wagner

Location: NS Pittsburgh main line and associated tracks

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ralph Paez

Location: South Morrill, coal route to Bill wyoming

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Edsel Moreno

Location: US

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Name withheld at participant's request

Location: Chicago.Lines

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Proposed Union Pacific–Norfolk Southern Merger.

Sean MILLER

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: STL

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lucas Schweizerhof

Location: NS Reading line

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Proposed Union Pacific–Norfolk Southern Merger.

Corey Becker

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Alexander Percy

Location: Tonawanda and Buffalo, NY

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Jacob Baumgardner

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Michael Kudrich

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: LaPorte, IN

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Barton McThenia

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Location: Villa Grove

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Proposed Union Pacific–Norfolk Southern Merger.

Thomas Rokosz

Location: Chicago Calumet

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Jeremy Brown

Location: Nashville division

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Troy Parker

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mark Kollars

Location: Pocatello Idaho to Green River wyo.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Portsmouth ohio

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jon Diehl

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Eugene Oregon to Klamath falls Oregon

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matthew Nicholas

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Eastern Region

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cody Schuh

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Christian Nauls

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Narciso Acosta

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: New Castle/Frankfort District on NS

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

I have watched NS improperly report switch failures to the point I hired a lawyer and filed a whistle blower case with the SEC. Nobody cares. I am hesitant to even waste my time because it seems profits over people and profits over honesty seem to be the trend. I will try though, so my voice gets heard. The most unsafe railroad wants to buy more railroad. Shouldn't they be required to safely operate the one they have before they get to acquire another one and create a monopoly? The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Norman Pennington

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Gage

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Anthony White

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gavin McCreary

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Wesley Johnston

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Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Karl Yeater

Location: Richmond Va to Cumberland MD and to Philadelphia Pa

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randy Shell

Location: Memphis interchange; Houston Tx interchange; Kansas City Yards

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nicole Oliveri

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Rene perez

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Nebraska

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Toth

Location: Minneapolis and St. Paul Minnesota

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Myranda Lopez

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kevin Deminsky

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Marcel Lavallee

Location: Boston, MA

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chad Hagen

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Megan Mead

Location: San Antonio, tx

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Marc Robbins

Location: NS Elkhart Terminal, NS Chicago Line and Chicago Terminal

I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations.

I offer the following as my own account, beliefs and concerns:

As a current Railroader with 24 years dedicated to the Norfolk Southern Elkhart Terminal, I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern. The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Elkhart to chicago

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tom Snodgrass

Location: Elkhart indiana

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

I have worked at Norfolk Southern since 1998, and have seen first hand NS's botched merger when they and CSX split Conrail. Crews on duty over 24hrs several times per half, trains parked for days blocking public roads, interruption to service including local industries for weeks/months, threatening T&E employees and forcing them to violate hours of service, cutting of workforce thru firings and furloughs, sticks plummeting to single dodgers, these are just a few of the hundreds of negative things that merger caused. The proposed merger of NS & UP would be even bigger and potentially negatively affect hundreds of thousands of employees. I am a conductor that runs a local and can attest the customers no not want that merger in any way. The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Hicks

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lawrence Abbott

I ask that the Surface Transportation Board deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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Please take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Please.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steven Wicker

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Billy Jurczyk

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jake Hildebrand

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Paul Thornburg

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Conrail west

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joshua Stock

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Kudrich

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matthew Hemrick

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Furthermore, this merger will directly impact rail labor not only at UP and NS but at every railroad due to other railroads having to cut costs in order to stay competitive with what will essentially be a monopoly on the rail industry. This will also lead to much higher shipping costs due to the lack of competition in the rail industry.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Maycee Hoefler

Location: Louisville Kentucky

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Solomon Williams

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kelly Lowery

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Stanley

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Harrisburg terminal

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- Increased costs for consumers
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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Along with the issues addressed above, allowing NS and UP to merge will create a monopoly as it will become the sole railroad who's territory would reach both coasts. This would force other railroads such as BNSF and CSX to negotiate similar agreements in order to be able to compete. NS/UP would be able to name their price, which would in turn pass the price hikes onto the average consumer while reaping the benefits for themselves.

In addition to the monopoly it would create I forsee a loss of thousands of railroading jobs as a direct result of the merger. In my 12 years as a railroader I have learned that these railroads sole concern is creating higher profit margins to the detriment of its employees, as well as the people and communities served by rail. Thank you for your time.

I strongly urge the STB to deny the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Masiokas

Location: Elkhart, IN

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Megan Endicott

Location: Norfolk Southern Rail line running from KC through Hardin, Norborne and Carrollton, Missouri

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

RHETT COPELAND

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Debbie Massengale

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Rachel Pharris

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Christine Bivens

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Erin Ahner

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jennifer Haas

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Heather Barto

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Roseanna Surchik

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

KATHLEEN BISBIKIS

Location: Feather river canyon California

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Victoria Delahay

Location: Amarillo TX

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jodi Wallace

Location: La grande Oregon

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Christine Baldwin

Location: La Grande Oregon

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gina Kuenning

Location: North Platte, NE

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cheryl Lambert

Location: Wichita KS

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lawana Poss

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Proposed Union Pacific–Norfolk Southern Merger.

Reney Yeater

Location: Richmond, VA

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Holly Holdcroft

Location: Kansas City, MO

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Everywhere

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Proposed Union Pacific–Norfolk Southern Merger.

Murray James

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Harrisburg

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Deborah Stroud

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mark Krukowski

Location: Binghamton NY, Ayers MA to Harrisburg PA. From Binghmaton NY to Buffalo NY and west.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Union Pacific Mankato Sub

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Young Brian

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Daniel Holdcroft

Location: Kansas city

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Renee Rumler

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bill McWillie

Location: Canadian Pacific Kansas City

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Shawn Stansilll

Location: Kansas City

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Name withheld at participant's request

Location: Atlanta GA headquarters

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Alejandro Medina

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randall Jude

Location: N line from Portsmouth oh to Roanoke va

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Crum

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Grant Wassil

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Enola, pa

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Norfolk Southern Harrisburg Line, Palmyra PA, Lebanon PA, and Rutherford, PA(Intermodal Terminal).

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- A concerned trackside Pennslyvanian

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Breanna Ford

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: College Station/ Brazo Valley

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kelsi Gastineau

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: The entire country

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Shewbart

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jonah Snyder

Location: Winston-Salem, NC

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Virginia

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Furthermore. We are feeling the impact already as the railroad I work for pushes for greater carloads moved through yards that were not designed for the switching operations that up personnel want. We feel that up personnel in the upper management ranked are already pulling the strings to push employees. And if an employee cannot perform build a file to have them fired. The morale at the railway I work at, has plummeted to the ground. We are all concerned about he redesign of the districts and forcing people that need jobs to drive even further. We already drive 1-2 hr to work. The 1-2 hr home. Make a 12 hr shift into 14-16. Since the merger started we have been on 12 hr shift with few good days. Also this will hurt stock holders. Norfolksouthern has paid great dividends since it started and now I worry that up. Cannot and will not continue that. The use of subcontractors has already increased so local communities will be impacted. On the other side of that. The subcontractors don't know the area or infrastructure so things are slow to be fixed.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Mckenzie

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Buffalo NY

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jon Whisinnand

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Audra Smith

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I urge you to take immediate action to oppose the merger, which is essential for our country for future generations.

I offer the following as my own account, beliefs and concerns:

Hello. My name is Jason. While I do not work for the railroad yet - I hope to one day, as I have had a lifelong fascination with trains. They mean a lot to me. With that out of the way, I am opposed to this merger for several reasons - the main one being the economic impact. This "merger" which I think is more likely just gonna be Union Pacific taking over NS will give Union Pacific a monopoly on rail transportation in the United States. They could abuse that power - set high prices, mistreat shippers - and treat their employees even worse. As someone who wants to be a future railroader - I do not want to see this merger go through and enter a more hostile railroad world. I am also opposed to the merger as I fear that as the number of big railroads keeps going down over time - it would make it easier for the government to run the railroads via nationalizing them. I can already imagine someone in power going "Well if Union Pacific cannot run itself so well, why shouldn't the government run the railroads instead?" I do not trust the US government to run the railroads, they're already doing an awful job with what they have. As much as I love and support Amtrak, it cannot be deined they are being mishandled and are extremely underfunded by the US government. Finally, I am opposed to the merger as a railfan - as this merger would mean less variety in the trains I see everyday. It'd bring down the number of major railroads yet again.

So I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern. The proposed rail merger will likely result in an increased cost to consumers. The merger between Union Pacific and Norfolk Southern will hurt our country. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Please do not let this merger happen.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jerod Niebrugge

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Norfolk Southern Chicago Line

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, worse passenger service on some routes, higher prices, decreased safety for anyone working for a combined UP-NS or living near a combined UP-NS, and the merger would almost certainly result in an unprecedented market share. As someone who lives near a currently NS owned rail line, I am rather concerned about the safety of myself and others who live around trackage that would be owned by a combined UP-NS as UP doesn't have good track record when it comes to rail safety, this issue would likely be even worse with a combined network, as what happens if differed maintenance causes the track to break under the weight of train, what if it's a passenger train or a key train, and what if it is in a large city, a derailment like that could be very fatal to anyone on the train weather it be a crew member or a passenger, and those living very close to the tracks.

I am also concerned about the impacts of the merger on passenger rail, as of now the line I live near has 2 Amtrak trains in each direction using it and further west the South Shore Line parallels it and even further west 5 more Amtrak trains also use the route, but of courses the line I live near is just one line that would be part of the UP-NS merger and there's a lot more passenger services that would be directly impacted by the merger. Metra's Union Pacific North, Northwest, and West lines are of specific concern to me as Metra and UP are still not on good terms and UP could prioritize their own freight trains over Metra commuter trains, especially if the merger brings more freight to the tracks that would require more trains running.

I am also concerned about the merits of the merger, originally the two company's claimed that most of their traffic growth would come from taking trucks off the road, but with rail traffic volumes rising it seems that is already happening without the current merger, and much of the traffic growth that a single railroad from coast to coast would create can also be created with an interline service, as interline drives started last year have been successful enough to continue operations. A raise in shipping rates on a combined UP-NS could increase truck presence as company's could switch to trucking their goods to a different railroad or just switch to semis for the whole shipment and if they don't goods would start to cost more as company's shipping via a combined UP-NS would likely raise prices so they aren't losing money when a price hike occurs.

Another concern that I have about the merger is the large market share of the risk industry the a combined UP-NS would have, as it stands for east to west coast rail transport the rail network is already a duopoly on both sides of the Mississippi River, a UP-NS consolidation could switch it up to basically a single line with a monopoly and a bunch of other regional and short line railroads or a duopoly with a potential for another mega merger to happen in the downstream affects of the merger, an environment like this would worsen the rail shipping situation for customers and could really only realistically be solved with a large amount of trackage rights so BNSF, CSX, CPKC, and CN, as well as many shortline and regional roads would be able to stay competitive with a combined UP-NS.

The final reason I am concerned about the merge is labor impacts, as even though the 2 roads have said they won't fire anyone, a large corporation like UP and NS could very well be lying about this or change their minds later which could result in large lay offs or firings further decreasing the safety of the railroad and putting many railroaders in a bad situation

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kyle Martin

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Marilyn Higgins

Location: Union Pacific/BNSF joint Seattle-to-Portland mainline, Washington, USA

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chris Bohon

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

This could jeopardize businesses that may depend on the railroad so please say no

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dane Pauls

Location: Anywhere in Texas

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Carla Riddlesperger

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Vasquez

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tom Gourley

Location: Atlanta, GA

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chad Special

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jesse Gantt Jr

Location: US

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ronald Winter

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steven Saine

Location: Asheville District (Salisbury NC to Morristown TN)

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joshua Willard

Location: Kansas City

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

Union Pacific can't or won't maintain the equipment they use now, what makes you think they will maintain the equipment they acquire in the merger? The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Elijah Hagen

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Carson Cruse

Location: City of New Orleans line

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chris Mullin

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thomas Mayes

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas City

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. I am also very concerned about my future at the railroad. I'm not willing to relocate and uproot my family to keep my "job for life" that is the railroads empty promise. I want to be able to hold in Kansas City as I have for over 20 years, not have to go elsewhere due to a merger. This merger is bad for everyone except the greedy CEO and shareholders who are already swimming in their billions of dollars.

Please do not allow this horrible merger to happen at our expense, as well as the American public and the customers expense so a few already wealthy people can make even more money.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Knox

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Paul Manley

Location: KC metro subdivision

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Timothy Edmisten

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Guadalupe Gonzales

Location: UPRR / Northern Region

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jamie Midgley

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matt Page

Location: Kansas City

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas city terminal

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brian Clampitt

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andrew Chandler

Location: Midwest.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Coffeyville subdivision

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matt Dimmitt

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Theartist May

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Timothy Butler

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Mills

I ask the Board to weigh the downstream effects of this transaction on the workforce and operations of non-applicant carriers, and to condition any approval on enforceable protections — including two-person crews — that hold across the industry, not only on the merging railroads.

I offer the following as my own account, beliefs and concerns:

I am a locomotive engineer and conductor with 31 years in the craft. I am writing about an effect of this merger that the application does not answer: what it does to the rest of the industry.

If Union Pacific and Norfolk Southern combine into a single transcontinental system, the pressure on the remaining major carrier, BNSF, to match their cost structure will be immediate. The way railroads cut costs is manpower. My concern is that BNSF will attempt to further cut manpower and increase train length and tonnage to try to keep up with UP/NS — longer and heavier trains, run with fewer people, pushed by a merger my railroad is not even a party to.

I know what that means from the seat. Longer trains mean more in-train forces, longer stops to inspect and repair, more blocked crossings, and worse outcomes when something goes wrong. A second crew member is not overhead — it is a second set of eyes, a second person on the ground when a train breaks in two at night in the middle of nowhere. Every merger this Board has approved has been followed by the surviving carriers squeezing the men and women who run the trains, and this one will be no different unless the Board acts.

I ask the Board to weigh the downstream effects of this transaction on the workforce and operations of non-applicant carriers, and to condition any approval on enforceable protections — including two-person crews — that hold across the industry, not only on the merging railroads.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Amanda Jones

For these reasons, I respectfully urge the Surface Transportation Board to deny the proposed Union Pacific–Norfolk Southern merger unless the applicants can demonstrate through credible, independently verifiable evidence that it will serve the public interest without compromising safety, competition, employees, or communities.

I offer the following as my own account, beliefs and concerns:

As a CPKC employee and nearly 15-year former Kansas City Southern (KCS) employee, I have firsthand experience with the consequences of railroad consolidation. I am deeply concerned that this merger will further harm railroad employees, compromise public safety, disrupt communities, and prioritize corporate profits over the public interest. Working conditions have deteriorated, employee morale has declined, and experienced employees and managers have resigned at alarming rates. It often feels as though the company values having a warm body in a chair more than the knowledge, experience, and well-being of its employees. As a train dispatcher, the job I was hired to perform in 2012 is no longer the job I do today. Employees are expected to handle responsibilities that previously required three people. The mental and emotional strain is significant, and employees are constantly left wondering what management will demand next. I have serious concerns about operational decisions that raise safety questions.

Employees face pressure from management regarding train meets that they believe may be unsafe. Dispatchers are also pressured to accommodate trains that block public crossings for extended periods, even after concerns about major crossings and the potential impact on emergency response and community access have been raised. Train lengths have become increasingly difficult to manage with existing infrastructure. Sidings that are too short to accommodate these trains create operational challenges and make efficient train meets difficult. Repeated changes to train symbols as trains travel from point A to point B also complicate the tracking of train movements and delays, raising concerns about operational transparency and accountability. When experienced employees leave, morale declines, and employees are stretched beyond reasonable limits, the railroad risks losing the expertise necessary for safe and efficient operations.

My husband works for Union Pacific, and I do not want him or his fellow employees to experience the same stress, uncertainty, and working conditions I have experienced following the CPKC merger. I fear that another massive consolidation will repeat these problems on an even larger scale. The proposed UP–NS merger raises serious concerns about longer trains, blocked crossings, delayed emergency response, increased truck traffic around intermodal facilities, reduced neighborhood connectivity, and higher costs for consumers. I urge the Surface Transportation Board to carefully evaluate the merger's impact on railroad safety, staffing, employee working conditions, infrastructure capacity, service reliability, competition, shipping costs, and affected communities. Promised efficiencies and public benefits must be supported by credible evidence and weighed against the real-world risks. My experience with the CPKC merger has shown me that the promises made during a merger do not always reflect the reality employees face afterward.

For these reasons, I respectfully urge the Surface Transportation Board to deny the proposed Union Pacific–Norfolk Southern merger unless the applicants can demonstrate through credible, independently verifiable evidence that it will serve the public interest without compromising safety, competition, employees, or communities.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas City Neff yard and Armourdale yard Kansas City Kansas

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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In 2019, UP decided to close Neff hump yard in Kansas City, Missouri. Several hundred jobs lost because UP didn't want to pay maintain the hump and they put their profits over everything. They dove head first into Precision Schedule Railroad (PSR) which Hunter Harrison started this. And since it has started these railroads including UP have drastically cut labor workforce significantly 35-40%, putting more work, stress on employees. The current employees are doing the work of 3 or 4 people while getting paid for the price of one worker. UP have cut corners on safety inspections on trains and also have made these trains so much bigger some over 18,000 ft. They no longer have enough carmen to do the required inspections so they are using unqualified trainman to do the work of the carmen. It all boils down to their GREED. Not only is UP putting their employees at risk but also the public at risk. UP wants to preach safety to their employees but everything they are doing is unsafe. It's been a miracle that UP hasn't had an East Palestine hazmat derailment. Also these huge trains are blocking crossings not just minutes but we are talking about hours they will have major crossings used by every day people. So imagine if someone has a medical emergency and one of these ambulances can't get through because a 15,000 ft train has several crossings blocked. That could cost some one their life.

Please block this merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Scott

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I urge the Surface Transportation Board (STB) to reject the proposed Union Pacific–Norfolk Southern merger unless the companies can demonstrate that it will benefit the public without jeopardizing railroad workers, safety, competition, and reliable freight service.

I offer the following as my own account, beliefs and concerns:

Union Pacific has publicly promoted job protection and projected approximately 900 net new union jobs by the third year following the merger. However, public statements are not legally binding guarantees. UP's refusal to sign an enforceable agreement with labor unions raises serious questions about whether these promises will be honored once the merger is approved. The STB should require a binding agreement addressing involuntary layoffs, seniority, work locations, staffing levels, collective bargaining rights, and the conditions under which promised job growth will occur. Any commitment should include measurable requirements, independent monitoring, and meaningful penalties for noncompliance. Major railroad mergers can create significant operational challenges, including incompatible systems, changes in routing, staffing problems, and congestion. Union Pacific's 1996 merger with Southern Pacific was followed by serious service problems and federal scrutiny.

Businesses that depend on reliable deliveries could face delays, increased costs, and supply-chain uncertainty. The STB should require a detailed integration plan and independent analysis of the merger's effects on service before approval. Union Pacific and Norfolk Southern currently compete in portions of the freight market. Combining them could reduce transportation choices for shippers, particularly where alternative railroads are limited. Less competition can weaken incentives to maintain service quality and competitive pricing. Customers may have little leverage to challenge rate increases or poor service. The Board should carefully evaluate market concentration, shipping alternatives, and the potential for higher rates before determining whether this merger serves the public interest. Railroads transport essential goods, including food, fuel, construction materials, chemicals, and manufactured products.

If shipping costs rise or deliveries become less reliable, businesses may pass those expenses on to consumers through higher prices. Families and small businesses could ultimately bear the cost of reduced competition or service disruptions. A merger of this scale could lead to changes in staffing, operating practices, maintenance schedules, and employee responsibilities. Cost-cutting and pressure to integrate operations quickly must not compromise safety. The STB should require an independent safety assessment covering staffing, training, fatigue, infrastructure, maintenance, and emergency response. Safety commitments should be measurable and subject to continuing oversight.

* An enforceable labor agreement protecting workers and defining job-growth commitments. * Independent reviews of operational readiness, service reliability, and safety. * A thorough assessment of competition, shipping rates, and customer impacts. * Measurable public benefits supported by credible evidence. * Long-term monitoring and penalties if the companies fail to meet their commitments. The Board should also consider whether improved coordination between existing railroads could achieve many claimed benefits without eliminating competition through consolidation.

I respectfully urge the STB to reject the proposed merger unless the applicants demonstrate that it serves the public interest and that its benefits outweigh the risks.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steve Seale

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: El Paso Tx.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gregory Walker

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kevin Koenegstein

Location: Kansas City

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Fosket

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: CSX Kanawha subdivision from CA 486.6 to CA 482.8.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Duane Arledge

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas City to Jefferson City route

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Canton,OH

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Alex Ingels

I urge the STB to reject this plan.

I offer the following as my own account, beliefs and concerns:

I'm writing to ask you to deny the proposed merger of Union Pacific and Norfolk Southern.

American families are already getting squeezed by corporations from every direction. We've watched consolidation in industry after industry lead to higher prices, worse service, and fewer choices, while executives and shareholders take home record profits. Rail shouldn't be next. We don't need another giant built so Wall Street can cash in while working people foot the bill.

A merger like this also means more pressure to cut costs through longer trains and leaner operations. Communities along the tracks pay for that through blocked crossings, delayed emergency response, and more truck traffic around rail yards. The people living with those consequences won't be the people profiting from this deal.

Once a merger like this goes through, it can't be undone. Show the American people that the STB has not been corrupted and actually does have their best interest at heart.

I urge the STB to reject this plan.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Mainlines in small towns across the country!

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. Today an innocent life was lost when a NS train blocked fire fighters from reaching the scene on NS in Lockland, Ohio. This issue was before the railroad for nine (9) years with no resolution. NINE YEARS! There is no excuse! The cost of saving lives was less important than corporate profit to those who could have made a difference. This was a senseless loss and it must be prevented by fixing safety issues immediately wherever possible and preventing even larger companies to form and further ignore safety concerns around the country.

I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Blocked crossings
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: All crossings where trains typically stop

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

For these reasons, I strongly urge the Board to recognize that the opinions, firsthand experience, and concerns of the railroad workers themselves must be taken into account above all others.

I offer the following as my own account, beliefs and concerns: I am writing to respectfully ask the Surface Transportation Board (STB) to deny the proposed merger between Union Pacific and Norfolk Southern. As a Maintenance of Way worker on the front lines, I experience every single day how high-level decisions made far away in corporate offices impact the actual physical safety and reliability of our rail infrastructure. Far too often, corporate strategy and Wall Street metrics are completely disconnected from the reality of track maintenance, proper inspection intervals, and safe working conditions on the ground.

Neither Norfolk Southern nor Union Pacific are struggling rail carriers in need of a financial bailout. Norfolk Southern continues to run a highly profitable operation with strong financial returns. This proposed merger is not driven by operational necessity, service improvements, or public need—it is a speculative push designed to generate an even larger payday for institutional investors and corporate executives. Wall Street's drive for short-term stock performance should never take precedence over public safety, reliable freight service, and the well-being of the workforce.

No one understands track integrity, operational bottlenecks, equipment demands, and real-world safety risks better than the craft workers who build, inspect, and repair these lines daily. When corporate consolidation occurs to satisfy investors, it is the front-line workers who bear the brunt of severe budget tightening, reduced track window time, increased fatigue, and job cuts. If the workers who keep these trains on the tracks raise concerns, their voices should serve as the primary baseline for your decision. In addition to the immediate strain on rail labor, this proposed merger directly threatens the communities living along the right-of-way:

Risk of Derailments and Disrupted Safety Gains: While carriers point to recent improvements in safety metrics and low derailments, massive corporate restructuring and consolidation threaten to unravel that progress. Rushing to merge these networks risks stretching maintenance resources thin, cutting critical front-line staff, and introducing operational chaos where millions of Americans live. Longer Trains & Blocked Crossings: Operating excessively long trains leads to blocked grade crossings, cutting off emergency response vehicles and dividing communities. Increased Consumer Costs & Congestion: Reduced rail competition increases shipping rates—costs that are passed straight down to working families—while driving additional heavy truck traffic near intermodal facilities. Degraded Infrastructure & Service: Operating models driven by short-term financial targets consistently prioritize immediate profits over long-term infrastructure investment and network resilience.

The communities and railroaders enduring the bad outcomes from this merger will not be the ones benefiting from it. We do not need further corporate consolidation in the rail industry that compromises infrastructure safety, undermines the workforce, and raises everyday prices simply to enrich corporate executives and Wall Street.

I urge the STB to listen to the people who actually maintain and operate this network, prioritize our front-line perspective, and deny UP's merger application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jim Arnold

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Tucson, AZ

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Karson Gervais

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- More truck traffic around intermodal facilities
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Northeast

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Thompson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: B&OCT

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nathan Estes

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Anthony Rogers

Location: Keystone branch, conowingo terminal, noristown interchange with septa

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

Furthering the monopolies in industries is horrible for consumers and freedom in general.

UP currently has enough challenges in safety in training that need to be addressed before taking on the addition of another company. UP has shown that they do not prioritize safety and training, and until they do, they are not ready to take on more employees and more territory.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Union Pacific Utah

I am writing to ask the Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The merger will likely result in longer trains, traffic delays, blocked crossings, and higher costs for consumers. I urge you to act now to oppose it, for the sake of our neighborhoods and future generations.

Over 100 million Americans live in a place that could be, or already has been, affected by a train derailment. Union Pacific and Norfolk Southern are two of the most unsafe freight railroads in the country. The people who endure the consequences of this merger will not be the people who benefit from it.

For people who live near rail infrastructure, the community impacts include:

- Increased costs for consumers
  - Longer trains
  - Blocked crossings
  - Delayed emergency response times
  - More truck traffic around intermodal facilities
  - Reduced neighborhood connectivity

I come to this issue with two perspectives. I hold a degree in economics, and I know that consolidating an industry, or moving it toward monopoly, does not increase competition. Fewer major carriers means less pressure to hold prices down or improve service, and shippers pass those costs on to consumers.

I am also a Union Pacific employee, and I have watched the company move away from safety and from giving employees the time to do their jobs properly. It has shifted toward a disciplinary environment where employees are punished if the work isn't finished on time. A larger, more consolidated railroad will only deepen that pressure, and the risk lands on workers and on the communities the trains pass through.

This merger will not benefit me or my community. We don't need more corporate consolidation in the rail industry, which will raise everyday prices for hard-working Americans while enriching UP's executives and Wall Street.

I urge the STB to weigh these concerns when reviewing UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Timothy Byrd

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

For these reasons, I ask that the Board prioritize economic resilience, labor protections, and public safety by rejecting the amended merger application.

I offer the following as my own account, beliefs and concerns:

To the Members of the Surface Transportation Board:

I am writing to express my strong opposition to the proposed merger between Union Pacific (UP) and Norfolk Southern (NS). As an American citizen concerned with the resilience of our national infrastructure, the health of our economy, and the protection of essential labor, I urge the Surface Transportation Board (STB) to deny this merger application.

The creation of a massive, consolidated transcontinental railroad network will not serve the public interest. Instead, it poses distinct threats to several key sectors:

Destabilizing Market Competition: Combining two dominant Class I railroads will concentrate an unprecedented share of domestic rail traffic under a single corporate entity. This reduction in market choice leaves captive shippers—particularly those in agriculture and chemical manufacturing—vulnerable to increased shipping costs and diminished service quality.

Risk to Infrastructure and Supply Chains: Past railroad integrations demonstrate that mega-mergers frequently result in service disruptions, bottlenecking, and systemic delays. Shippers and consumer markets cannot afford the supply chain vulnerabilities that a disruption to this massive combined network would trigger.

Impact on Workforce and Safety: Consolidations of this scale historically lead to headcount reductions, yard closures, and the elimination of critical intermodal lanes. Weakening the rail workforce while lengthening train configurations increases the pressure on remaining personnel and threatens overall operational safety.

Community and Environmental Pressures: Communities along these vital corridors are already carrying the safety and health burdens of freight pollution. Granting unrivaled market leverage to a single entity without binding, long-term safety and emissions commitments places corporate convenience above public welfare.

Unlike minor or strictly end-to-end combinations seen in the past, a UP-NS merger alters the balance of the entire North American rail industry and risks triggering a cascading wave of defensive consolidations.

Thank you for your time, consideration, and dedication to maintaining a transparent and balanced regulatory process.

For these reasons, I ask that the Board prioritize economic resilience, labor protections, and public safety by rejecting the amended merger application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Elizardo Espinoza

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chad Willis

Location: Everywhere

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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- Reduced neighborhood connectivity
- weakens the railroad work force and safety
-Reduces competition
-Hurts America’s supply chain

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bill Kunz

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Christopher Douglas

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns: The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit. Specifically for people who live near the rail infrastructure, community impacts in include: - Increased costs for consumers - Longer trains - Blocked crossings - Delayed emergency response times - More truck traffic around intermodal facilities - Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

As a railroader I know of the cuts that have been made to employee numbers on more than just the railroads and the issues those have been causing. Union Pacific has used precision railroading to greatly reduce their employment numbers to increase their overhead profit. One of these consequences has been an increased number of derailments that cause multiple issues for environmental and safe areas around the tracks that often run alongside, through, or close to towns and cities. The railroads claim safety is their most important aspect, but recent times have shown that in fact is not their beliefs. Another safety concern is for my brothers and sisters in the BRS. We spend months and years training to learn our signal jobs. This merger presents a unique challenge to those that have to learn new operation rules and requirements for testing and inspections. As well as having to relearn nomenclature and understanding of the signal systems used by a different railroad that they may now have to maintain or inspect. One requirement by the FRA is that signal employees must have an understanding of signal systems they are working on. While a general understand of how all systems work is there, many locations have a unique and often much more complicated system of operation to that specific location. This creates a large potential for testing and inspections to be done incorrectly without the inspector or maintainer even realizing it was done improperly. These are just a few of the reasons from a sixteen year signal employee with fourteen of those years as a Maintainer.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Josh Whipkey

Location: Pittsburgh, Greensburg, Connellsville Pennaylvania

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: River sibdivision

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Nicolas Parrino

I offer the following as my own account, beliefs and concerns:

As a member of the Brotherhood of Railroad Signalmen, I oppose the proposed Union Pacific-Norfolk Southern merger because it threatens to further consolidate power within the railroad industry at the expense of workers, shippers, and local communities. Large rail mergers have historically led to workforce reductions, operational disruptions, and diminished competition. Signal employees are concerned that consolidating two major railroads could result in facility closures, job uncertainty, and increased pressure to do more with fewer resources. Rather than creating a larger railroad, the industry should focus on investing in infrastructure, safety, and the skilled union workforce that keeps the network operating reliably every day.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joe Decker

I urge the Board to deny this merger.

I offer the following as my own account, beliefs and concerns:

I oppose the proposed Union Pacific-Norfolk Southern merger. I have worked in Union Pacific's Signal Department since April 2011, including as a maintainer and relief maintainer throughout the Bay Area, and served approximately seven years as a Safety Captain. My work includes inspecting, testing and repairing signals and highway-rail grade crossings, responding to emergencies, and coordinating work around train movements. Vacancies, employees covering multiple territories, overtime and pressure to remain available have been raised within our union. In my own experience, I have faced multiple simultaneous trouble calls while short-staffed, including a holiday when I had to prioritize a track indication that could have represented a broken rail or open switch. Expanding territories or eliminating positions through merger-related consolidation could make these pressures worse. Management has tied retention of take-home company trucks to an average of 33% weekend availability and threatened to park trucks at headquarters.

These vehicles support after-hours emergency response. Requiring employees to retrieve them before responding could delay restoration. When our group requested standby compensation for weekend and holiday coverage, we were told the company could not afford it and that the expense could lead to job cuts. Dependable emergency coverage requires adequate staffing, predictable expectations, fair compensation and meaningful rest. Constant availability demands also affect family life, morale and retention. I have raised concerns about being expected to operate hi-rail vehicles, trenchers, backhoes and unfamiliar equipment without sufficient hands-on instruction. Annual computer-based training cannot replace supervised practical training and demonstrated proficiency. Inadequate tools and equipment have also been raised as concerns. Any claimed merger savings must be examined for their effects on training, maintenance resources and the ability to work safely.

I have personally stopped nighttime crossing work when a backhoe was moving too fast and too close to equipment under curfew pressure. I have stopped excavation after an out-of-service signal cable was struck, with a crew change, inadequate briefing and marking confusion contributing to the incident. I have also escalated an on-track authority violation after my initial concern was dismissed. These experiences show why thorough briefings, contractor coordination, clear responsibility and support for employees who stop unsafe work matter. Recent concerns I have raised also include a reported entrance-gate board failure in which the gate remained up during a train movement, and theft of crossing-related track-circuit equipment. They underscore the need for qualified personnel, reliable replacement equipment and prompt response. Losing experienced workers or stretching coverage further would make responding to these problems harder.

A merger of this scale could reduce competitive choices for shippers, increase their costs and make service failures more disruptive across the supply chain. Farmers, manufacturers, small businesses, passengers and communities depend on reliable rail service. I ask the Board to independently examine staffing and vacancy levels, territory sizes, emergency response times, overtime and fatigue, hands-on training, maintenance resources, contractor oversight, competition and service reliability. Frontline employees and their unions must have a meaningful role in that review. Safety concerns must be heard without retaliation, and any review should be coordinated with the FRA on matters within its authority.

If it considers approval, it should require enforceable protections for jobs, staffing, rest, training, maintenance, competition and service, with measurable reporting, independent oversight and consequences for noncompliance.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: All

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Fugate

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Every City that has railroad crossings going through it.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Micheal Green

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ryan Barnum

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Lindsay

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Jonesboro, Arkansas

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Blaine Riddle

Location: Muncie, IN

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Western US

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Union Pacific has already cut staff too much to where the FRA testing can't be on time. Which in return jeopardizes the public safety, and also the employees as well. They hold this over employees heads and want to punish if not holding up to test due dates.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chris Robb

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dennis Cobb

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- Powerful Railroad that can intimidate leasing commuter railroads for smaller maintenance windows

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: CN's Elgin, Joliet & Eastern (EJE) corridor

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Alameda corridor

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Montano

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Victor Olivotti

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Micah Roberts

Location: Norfolk to Bristol line

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I think it’s worth noting that no merger has yet to truly increase competition in its market. With past real mergers, mini guarantees have been offered that have never been followed through and at best the guarantees offered our short term Band-Aids, to a larger problem that will persist and create a domino effect of other railroad mega mergers.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Phoenix

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Canadian border to Mexico border and United States coastlines from the Atlantic to pacific coastlines.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeremy McLamb

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Russell Ward

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago line

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brandon Dolly

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

BRIAN BURTON

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: New york to Massachusetts

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I offer the following as my own account, beliefs and concerns:

This country needs LESS MONOPOLIES not more of them!

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jerry Brown

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Russell Widoe

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kyle Rushing

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Devon Stapleton

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Manuel astorga

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Marvin White

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Paul Meyer

Location: Detroit

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Princeton, IN

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jordon Young

Location: Northeast corridor

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steve Bousquet

Location: Fremont Nebraska

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tom Kuhn

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Scott Copeland

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Greater Chicago area

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bryan Conner

Location: All communities the UP and NS run through

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I also urge the STB to not allow the merger due to the fact that the UP is currently short staffed and trying to hire. I believe with a merger this inability to keep up with attrition and employees quitting due to the negative environment will only compound and become worse. Therefore making our community more unsafe and making the employees lives unsafe, due to the fact of an increased workload on top of already doing the work of 2-3 people.

I believe that if the STB approves the merger it will harm the citizens and the families of this great country.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Kazmierowicz

I urge the Surface Transportation Board to reject it.

I offer the following as my own account, beliefs and concerns:

As a railroad signal maintainer, I strongly oppose the proposed Union Pacific-Norfolk Southern merger.

This mega-merger would force signal maintainers to cover vastly larger territories, stretching already thin resources across extended work areas and making timely inspections, repairs, and responses far more difficult. Modern detectors and signaling apparatus continue to grow more complex, requiring specialized knowledge and thorough testing; consolidating the carriers would accelerate that complexity while reducing available personnel and expertise to handle it.

Equally concerning is any push to weaken or remove testing requirements imposed by the carriers themselves or the FRA. Cutting these safeguards in the name of "efficiency" after a merger would directly undermine system reliability. Combined with the practical impossibility of providing true 24/7 coverage over expanded districts—especially with fewer people and longer travel times—response delays become inevitable.

The result is diminished safety for railroad employees who must work under these strained conditions and for the general public who depend on safe grade crossings, train detection, and signal systems. A merger of this scale prioritizes corporate consolidation over operational integrity, workforce capacity, and public safety.

Respectfully, JK

I urge the Surface Transportation Board to reject it.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.
I dont understand why this is even called a merger. This is a purchase of Norfolk Southern by UP. The only people that support is are people who will get rich off of the billions spent buying NS. No one who has boots on the ground working for NS wants this. If improvements need to be made switching crews, trains etc. Then make the improvements. What good will come out of this for workers, consumers, the public? That is the question. This will not improve competition. Its will lessen competition.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brian Farkas

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

The workers in the field have already felt the impact of this proposed merger. UP is cutting money from all budgets and this is effecting to safety of every train and the traveling public. We are unable to purchase parts to fix crossings and the signal system. This puts us all in danger. The executives of this company are focused on buying another railroad and not concerned with how this is effecting the safety of everyone that drives or rides a train, the traveling public that uses our crossings or the folks that live near the tracks.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jessee McDonald

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: All crossings in Arizona

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Larry Bell

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: US

I offer the following as my own account, beliefs and concerns:

Union Pacific railroad has done nothing under Jin Vena but cut safety and maintenance to the bone while delivering low efficiency and irregular service to our customers. Trains are constantly breaking down to issues with locomotive and car maintenance due to lack of manpower to properly maintain them causing delays to shippers and creating a unsafe work environment for their employees.

There is no economic world where removing an option increases competition in any way. It is bad enough that to get across the united states with rail freight you have 4 companies that control that movement. If anything you should be breaking these companies up or allowing shared track rights.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Samuel Burkholder

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tom Davis

Location: All routes

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Rene Holliday

Location: Union Pacific Los Angeles Subdivision — Mira Loma Yard, Eastvale/Jurupa Valley, Riverside County, California.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Troy Tucker

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jacob Gleghorn

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andrew Carney

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: New Orleans gateway

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeff Dieringer

Location: Rickenbacker Inland Port and intermodal rail complex, Columbus-Rickenbacker Corridor

For these reasons, I respectfully urge the Board to deny the proposed merger.

I offer the following as my own account, beliefs and concerns: Members of the Board: I respectfully submit this comment in opposition to the proposed merger between Union Pacific Railroad and Norfolk Southern Railway. The Board's merger regulations appropriately require applicants to demonstrate that a proposed transaction serves the public interest and that any claimed benefits outweigh potential harms to competition, service reliability, employees, shippers, and the nation's transportation network. In my view, this proposal fails to satisfy that standard. First, the transaction would significantly increase concentration within the freight rail industry. By combining two of the largest Class I railroads into a single transcontinental carrier, the merger would reduce competitive pressure and increase market power across substantial portions of the national rail network. For many customers, particularly captive shippers with limited transportation alternatives, the result could be diminished competition and reduced leverage in future rate and service negotiations.

Second, approval of this transaction would likely initiate a new wave of railroad consolidation. A Union Pacific-Norfolk Southern combination would place considerable pressure on remaining Class I carriers to pursue defensive mergers in order to maintain competitive parity. Such a development could ultimately reduce the industry to a small number of dominant rail systems, fundamentally reshaping the competitive landscape far beyond the scope of the proposed transaction itself. Third, the merger presents significant workforce concerns. Rail transportation remains a labor-intensive industry dependent upon highly skilled employees possessing extensive operational experience. History demonstrates that large railroad mergers are frequently accompanied by workforce reductions, facility consolidations, and organizational disruption. These changes may undermine employee morale, reduce institutional knowledge, and create operational challenges that ultimately affect service quality and safety.

Fourth, the Board should carefully consider the substantial risk of service disruptions associated with integrating two large railroad systems. Merging operating practices, dispatching functions, information systems, bargaining agreements, and network management structures is a complex undertaking. Any deterioration in service performance would directly affect businesses, communities, and supply chains throughout the United States. Finally, the public benefits asserted by merger proponents remain speculative. While efficiency claims are common in large-scale transportation mergers, the potential harms to competition, labor stability, and network reliability are concrete and foreseeable. Once competitive options are lost through consolidation, they are difficult, if not impossible, to restore.

As a resident of Groveport, Ohio, I live adjacent to one of the nation's most significant inland logistics hubs. The Rickenbacker region has grown through the presence of multiple freight transportation options, including competing Class I railroads. The Board should carefully consider whether approving a Union Pacific-Norfolk Southern merger would ultimately reduce competition, encourage additional railroad consolidation, and diminish the transportation diversity that has helped make central Ohio a successful logistics and distribution center. The applicants have not demonstrated that the transaction would produce benefits sufficient to outweigh the significant risks posed to competition, employees, shippers, and the broader public interest. Thank you for considering these comments. Respectfully, Jeff Dieringer Groveport, OH

For these reasons, I respectfully urge the Board to deny the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Pat Driscoll

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ryan Lehmuth

Location: Grand Junction, CO-Moffat Tunnel Route

I am writing the STB today in the hopes that the proposed UP-NS merger will be emphatically denied by the board.

I offer the following as my own account, beliefs and concerns:

My name is Ryan Lehmuth, I am 25 years old, educated, and a second generation railroad engineer. The impacts to the labor force, by which I am obviously directly impacted, will be catastrophic. The trend as these companies have continued to grow, demonstrably, is a continually worsening lack of respect for the people that make its daily operations possible through the continued erosion of their benefits, their access to jobs, and their time with their families, all of which are important, but the latter in particular being the sole reason any of us go to work at all. I would like everybody on the board, as well as the executives attempting to orchestrate this merger to know that I am embarrassed to tell my friends and family that I work for the railroad due to the extent that these institutions blatantly disrespect my time and my ability to be with my family in times of great importance.

Beyond just what effects me personally, this merger will undoubtedly set the precedent for a total breakdown in market competitiveness that was already severely lacking. There is no shortage of instances of these companies neglecting small shippers that hold up our economy through their business in favor of easy, high volume unit shipments, and in the wake of this merger I fear that this behavior will only be enabled, and have far reaching negative consequences for every single American consumer. American Passenger Rail, which is of growing importance as we push to reduce our fossil fuel dependency will also suffer greatly. I see every day the mistreatment of passenger service at the hands of companies that do not view it as beneficial to them. They are enabled to do this through widespread control of the infrastructure, and an abuse of individual train volume so as to make it impossible for any passenger train to traverse a line unimpeded by freight trains that have outgrown their infrastructure to increase shareholder value.

This problem will only be made worse by approving the proposed merger by creating a race to bottom in shipment volume and a further incentive to de-prioritize the passenger traffic that all of us are paying for. My hope for all of you is that you are able to create the ability for my generation to create a more equitable future, where companies are more manageable in size and exist to be in service of everybody, not just the executive suite and the shareholders. I hope that in envisioning the future of our country for all of our children, you see one where their work matters to their employer, that their time is respected, and they are able to see their families in times of need.

In service of that hopeful future, and the last few shreds of optimism my generation still has, I urge the STB to deny the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: All cities!

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: UP Sunset service unit

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

NEAL CROLL

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas City and surrounding areas

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas City and surrounding areas

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Trey Henderson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
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- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Also, more importantly, these two companies combined will have more cash available than all unions combined. Everyone knows politicians don’t care about the working people and only how much money they can pocket. If this merger is allowed you can guarantee a mass amount of jobs will be lost and no one will be able to do anything about it because UPNS will be able to pay off all politicians that stand in their way.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: US

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kaden Cleaves

Location: US

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

B DeVore

Location: The whole country

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Yuma AZ road crossings

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger WILL result in longer trains, traffic delays, blocked crossings, and increased cost to consumers.
UPRR is currently running trains up to 19k feet long and it is known their goal is 20k.
UPRR dispatchers are required to use the CAD system (automation of signaled territory). Locomotive engineers are required to use the EMS system to the fullest extent it is available with a minimum of 95%. Automated train dispatching and train autopilot systems do not take blocked crossings into account or the problems that arise from it.
Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mitchell Hext

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kelly Walker

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- Increased costs for consumers
- Longer trains
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- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Dugger

I offer the following as my own account, beliefs and concerns:

I am writing to say I am for the merger but I also am concerned about needed upgrades that might be pushed off due to this merger. My territory is in need of upgrades and improvement that have been pushed off for years from upper management and budget cuts. Also what worries me is possible job cuts. In signal maintenance, we already have to worry about not being able to get parts, but we struggle in areas with man power. We use to have a relief maintainer that not only would relieve a maintainer while he was of or sick he also would help with Niger projects or maintenance that would take more than one person to fix. Now we don't have them relief maintainer so a lot of the projects get pushed off or prolonged past the time it should be done. As long as manpower and projects that would better track and signal conditions don't get pushed to the wayside.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Weber

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randall Racine

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. I work as a signal maintainer and getting track time for safety tests and in inspections are not that easy and heavier traffic will make these tasked even harder. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matt Weaver

Location: Northern Ohio

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

No rail merger during my career produced better working conditions, pay, family time at home, or increased the value of working on the railroad.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Salina hub

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The fact that I would not use my name in fear of retaliation should speak volumes. As a locomotive Engineer I fear for my safety as well as the general public's. Jim Vena has a proven track record of eliminating jobs and criminal business dealings all to make investors happy.

I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Eric Roche

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States.

The Union Pacific and NS Merger if allowed, will control up to 50% of all rail shipments in the US. This will eliminate choices for shippers in agriculture and manufacturing whilst creating massive price spikes since the competition for Class 1 railroads will be reduced. It also appears that Union Pacific has failed to meet the strict “show me” standards and provide sufficient evidence that their merger with NS will have proven public benefit and rail to rail competition. As we know, with the elimination of a competitor from a market, prices increase because demand (for Class 1 Rail shippers) stays the same but the supply (of Class 1 rail shippers) shrinks.

Because Class 1 railroads handle the massive backbone of intermodal container traffic, any disruption, gridlock, or steep rate hike caused by a mega-merger doesn’t just affect coal and grain—it ripples directly into the intermodal supply chains that stock the shelves of everyday retail stores. The cost of living is already skyrocketing. The direct impact that this merger will have on the cost of living alone will have severe negative impacts on local communities (including my own) across the United States. This alone is against our very duty as Railroad Men and Women of the United States. Our job is to supply and serve the communities in which we operate. UP’s merger does the opposite of that. It will create unfair markets, increase the costs of shipping which will hurt the wallet of everyday Americans, and create unsafe conditions with longer trains in small town communities.

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Thank you,

Eric Roche Jr. (BRS)

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by allowing UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Harold Cornelius

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Debra Parsons

Location: Norfolk Southern Indiana

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Daniel McElroy

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Hunter

Location: Pocatello,Idaho

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Terry Sullivan

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Pat Smedberg

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago Illinois to Cleveland Ohio

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William Phillips

Location: Norfolk Southern Chicago mainline

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jacob Wise

Location: Chicago

I strongly urge the Surface Transportation Board to reject the proposed Union Pacific–Norfolk Southern merger.

I offer the following as my own account, beliefs and concerns:

Based on my firsthand experience with Norfolk Southern operations, employee training, and safety programs, I believe combining these two railroads would increase risks to railroad employees and the communities we serve. Norfolk Southern's 2023 East Palestine derailment exposed major failures in safety systems. In 2024, the Federal Railroad Administration suspended its Union Pacific safety culture assessment amid concerns about interference with employee interviews. These incidents raise legitimate questions about whether the carriers have established the safety cultures needed to manage an even larger railroad. I have personally observed Norfolk Southern adopting operating practices and management approaches similar to those associated with Union Pacific while reducing programs intended to identify and prevent hazards. One example is the Local Safety and Service Committee (LSSC) program.

Our committee previously held monthly meetings, monthly safety blitzes, and additional activities, creating approximately 30 opportunities for safety engagement each year. In March 2026, Norfolk Southern cut that schedule to approximately 12 annual engagements. I have also seen meeting attendance decline from roughly 19–23 participants to 9–10. Conductor trainees in the Chicago operating environment have been assigned approximately 16 round trips of on-the-job training despite the complexity of operating across numerous terminals, railroads, and territories. I have encountered situations in which employees were expected to work unfamiliar locations with limited practical training. A merger that adds new routes, systems, and operating practices makes adequate hands-on training more important, not less. I have also raised concerns about requiring employees to perform ground roll-by inspections that expose them to flying debris, unsecured equipment, and other hazards.

After a fatal ground roll-by incident in July 2026, Norfolk Southern changed its conductor ground roll-by requirements effective August 1, 2026. Safety hazards should be corrected when employees identify them, not only after tragedy. These examples reflect a broader problem: reduced safety engagement, shortened training, and an operating environment in which employees may hesitate to raise concerns. I am concerned the merger would accelerate cost-cutting, workforce reductions, increased workloads, and consolidation while adding operational complexity. The Surface Transportation Board should closely examine the reductions already occurring at Norfolk Southern and require evidence that a combined railroad would not further weaken staffing, training, and safety oversight. Safety cannot be measured solely by selected accident statistics or corporate promises. It must be demonstrated through meaningful employee participation, thorough training, sufficient staffing, and prompt correction of reported hazards.

Neither carrier's record, nor the changes I have observed firsthand, gives me confidence that this merger will improve safety.

I strongly urge the Surface Transportation Board to reject the proposed Union Pacific–Norfolk Southern merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Rail line

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Maurice Cornett

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Acevedo

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

George Petrie

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Just look at last 2 UP mergers and the Complete and Total Service meltdowns! Who will be held Responsible when (not IF) it happens? How long will it take to recover from the inevitable? What will the economic damage be and how long will that last? These two companies can't even manage their workforce in normal times, hire new employees then lay off for any perceived surplus of even a few weeks. No wonder they can't retain employees and have massive workforce turnovers. ABSOLUTELY NO to this merger!

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ryan Lauhoff

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. It will also force other class one railroads to cut cost (employees/safety) or force more mergers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gregory McGuire

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago Terminal Complex

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I respectfully urge the Surface Transportation Board to carefully evaluate the human and economic consequences of this proposed merger.

I offer the following as my own account, beliefs and concerns:

I strongly oppose the proposed merger between Norfolk Southern and Union Pacific because of the significant personal, financial, medical, and professional consequences it could have on longtime employees and their families. I have dedicated 18 years of my career to Norfolk Southern in Atlanta, Georgia. I am also a homeowner in Atlanta, where I have made long-term financial commitments and established the stability that comes with having a permanent home. Under the proposed organizational changes, I am being required to relocate to Omaha, Nebraska, to maintain my current position. After 18 years of service, I am now faced with the possibility of having to uproot my entire life, leave my home, distance myself from family and friends, and abandon the community I have called home simply to remain employed in the position I have worked hard to maintain. I also have caregiving responsibilities for a sick family member who depends on me.

Relocating to another state would significantly interfere with my ability to provide the care, support, and assistance my family member needs. Additionally, I have existing medical needs that require consistent access to appropriate healthcare. It took me approximately a year to find a doctor in Atlanta who was able to properly address my medical concerns and provide the care I needed. Having to relocate would mean starting that process all over again, searching for new healthcare providers, establishing new medical relationships, transferring medical records, and potentially experiencing delays in receiving appropriate care. Finding a qualified physician who understands my medical history and can effectively manage my healthcare is not something that can be guaranteed simply by moving to another state. The possibility of losing access to the provider who has finally been able to help me creates additional stress and uncertainty about my health and well-being.

Relocating would potentially force me to sell my home, manage the financial burden of purchasing or securing housing in another state, incur moving expenses, and adjust to an entirely different cost of living. These are substantial financial and personal sacrifices that I did not anticipate having to make after nearly two decades of dedicated service. Employees should not have to sacrifice their homes, family connections, caregiving responsibilities, established medical care, financial stability, and personal well-being to accommodate corporate restructuring. However, the success of a merger should not be measured solely by financial projections, operational efficiencies, or benefits to shareholders. Longtime employees deserve meaningful consideration, employment protections, and alternatives that do not require them to abandon the lives they have worked so hard to establish.

I should not have to choose between the career I have dedicated 18 years to, the home I have worked hard to own, the family member who depends on me, and the medical care it took me a year to establish.

My commitment to Norfolk Southern should not require me to sacrifice my health, family responsibilities, and personal stability to accommodate a corporate restructuring.

I respectfully urge the Surface Transportation Board to carefully evaluate the human and economic consequences of this proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Timothy Malloy

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ross Lutz

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matthew Pivko

I offer the following as my own account, beliefs and concerns:

As a Norfolk Southern shareholder, I feel the downstream changes will be anti competitive and lead to more safety and service issues across the country. I don't see myself benefiting financially over the long term with this merger.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Dittman

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Antonio Folk

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ryan Engel

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Cody Pike

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Specifically the fact we dont currently have enough employees to handle our current work load safely. Something that have continuously been brought up to management. False promises and lies are all we receive. Ive been with the brs since Feb 7 2011 and it has only gone down hill as far as coverage and manpower while quotas, projects and manpower issues rise.

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Name withheld at participant's request

Location: Norfolk southern, Elkhart

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Dustin Sanders

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. This will in no way help competition. Less mergers are what we should be looking at. If nothing else, break up the mega companies into the numerous class 1s like they should be. Less is more!

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Darrin Rankin

Location: Needles ca BNSF Railway Transcon

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Please block this rail merger please!

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Derek BENBROOK

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Corey Maynard

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Euarl Summers

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Britt Iverson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joe Han

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeff Parker

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Taylor Tullis

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Also, this is would contribute to monopolies. The fewer choices consumers have the easier it is for the huge conglomerations to change whatever they want while providing profitable service vs good service.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Greg Brown

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Colton Stephenson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Isaac Fancher

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Paul Robinson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Council Bluffs (Omaha sub)

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. There's a section of Council Bluffs that people who drive through it call it the death triangle. For outside public to call it that because of how long the trains are is astounding because it never used to be that way. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jordan Sinrud

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Brownsville B&S Department

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I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Name withheld at participant's request

Location: SA line. W- line

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Jeremy Farr

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Union Pacific currently is always implementing budget restraints to our workgroups and forcing field employees to barely scrape by with the bare minimum for materials and aging vehicle fleets. How can Union Pacific be expected to fulfill its duties merging with Norfolk Southern when it currently neglects its own employees and infrastructure?

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

ROBIN THOMAS

Location: Metra Passenger Rail and Business District of Chicago

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Proposed Union Pacific–Norfolk Southern Merger.

Kevin Jones

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Patrick Archie

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Location: NS Pocahontas and Southern Lines

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Proposed Union Pacific–Norfolk Southern Merger.

Timothy Bunch

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This merger will not help our economy but a money grab. More profits for UP, more costs and danger for the general public.

I urge the STB to take these issues seriously and deny this merger.

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Proposed Union Pacific–Norfolk Southern Merger.

Michael Griffin

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

My only concerns are labor and safety for the general public. Every time a merger happens, a bunch of people lose their jobs. Someone's going to have to explain to me how every time one company cuts five or ten thousand jobs, it helps the economy. Oh, it does is help corporate America's bottom line, and their investors, while thousands of people go on unemployment, lose insurance, lose health care, lose their homes and end up on welfare. It destroys samways and communities who rely on those jobs. It's always amazing, the richest people in our country, bitching about the economy, and they do everything they can to hurt the economy.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Herb Loper

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ryan Williams

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randy Smith

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Deryk Summerour

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Aaron Firehammer

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices.

Does no one remember history? There needs to be competition in the rail industry.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Rowe

Location: Elburn, Rochelle, DeKalb all in Illinois

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thomas Hash

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Justin Fowler

Location: Indianapolis, IN

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers.

No merger has ever been good for those of us who work for a living. This is yet another bunch of rich people who want even more money they don't need or could ever spend. All sliced from the backs of the working class through higher costs, less access, and worse service

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Robinson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Greg Holman

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William Hoover

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeremy Watts

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

I have worked in the signal department for 19 years. During that time I've held positions as an Assistant Signalman, Signalman, Signal Maintenance Foreman, Electronics Technician Inspector, and now Signal Maintainer.

I oppose this merger because I've seen firsthand what happens when railroads continue to do more with less.

Every day we are expected to keep a safe railroad while our territories continue to get larger, relief maintainer positions disappear, and vital signal equipment isn't replaced when it should be. We are constantly asked to cover more territory with fewer people. The workload keeps increasing while the manpower and resources keep shrinking.

The signal systems we maintain are the last line of defense protecting railroad employees and the public. When a crossing works properly or a signal displays the correct indication, nobody notices. What they don't see is the amount of time, effort, and experience it takes to keep those systems operating safely, especially when parts are hard to get, staffing is short, and employees are stretched thin.

Morale across the railroad has suffered. Many employees feel that management is more focused on finding reasons to discipline people than working with the workforce to solve problems and improve safety. At the same time, maintainers are often required to remain on call roughly one-third of their weekends just to keep a company vehicle. The demands placed on railroad employees continue to grow while the support provided to them continues to decline.

My concern is that a merger of this size will only make these problems worse. History shows that mergers often result in workforce reductions, larger territories, more pressure on employees, and a greater focus on cutting costs. From where I stand, the railroad industry does not need another round of consolidation. It needs investment in infrastructure, equipment, and the people responsible for maintaining and operating it safely.

The Surface Transportation Board should take a hard look at the real world impacts this merger will have on the employees who are responsible for the safe movement of trains every day. Safety should come before growth and shareholder value.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Miller

Location: Pasco

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tom Knopf

Location: TRRA of St Louis

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. I am a retired TRRA MOW employee who had 44 Years of service.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Charles Elks

Location: Ns augusta sud, west Columbia and the ns yard in downtown Columbia, sc

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

James Hayes

Location: Eastern Region - N&W

I offer the following as my own account, beliefs and concerns:

In May of 1911, the supreme court of the United States ruled to break apart the standard oil company on the basis of monopolistic practices being detrimental to the fair market principles that the United States economy was built upon - the idea that those with the best product and the best prices will ultimately prevail and the competition will allow consumers to purchase goods cheaply.

In combination with this was the greed of wealthy men who never seem to have enough, no matter who the accumulation of more hurts in the process. If one man controlled the production of oil, then that man ultimately decided how much it cost and therefore could charge obscene prices at thousands of times the production cost.

Ultimately this will be the outcome of a merger between the Norfolk Southern Railroad and Union Pacific, effectively making a private and for profit corporation with a history of poor safety standards and malice employee relations too powerful for the free and open market to control. The spirit of this merger is fundamentally un-american.

As a railroad employee, I worry that history has not taught us anything, or even worse - we have forgotten the sacrifices that our ancestors made to affect change and fight for rights as employees and as human beings. Required vacation time, pension plans, paid sick leave that we only won 6 short years ago after three years of tedious and poor faith negotiations, all these would be at jeopardy when they stand between rich men who have never done an honest days labor and more, and more, and more corporate profits.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kenneth Cummins

Location: Clinton, Ia

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Larry Steffen

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Rockwell line in Chicago including CP Kedzie, Ogden Junction, Global one and connections to all the other class ones.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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- More truck traffic around intermodal facilities
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.
To be honest, I don't trust either carrier. Union Pacific has a record of saying one thing and then doing another and I don't trust their "jobs for life" selling point. I also don't believe that they're taking into account the people that live and work in the areas where the lines are going to be combined. More rail traffic and we know they won't need so many rail workers in those areas.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jonathan Davis

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jerry Moore

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

Mergers are not good for shippers, producers or the workers of the railroads. This is just another form of corporate greed.

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brandon Pettit

I offer the following as my own account, beliefs and concerns:

The Surface Transportation Board must DENY the proposed merger of UP and NS railroads.

The proposed merger is repugnant to public safety. It creates a mega railroad conglomerate that will be too large and powerful to regulate. This giant railroad will be large enough to completely write off the needs of shippers, savagely abuse its employees, and can weather the financial ramifications of environmental disasters much easier than a smaller Class I. Currently, on their own, both of these railroads have abysmal safety records. Combining them into one entity will only make rail transportation more dangerous across the entire country.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mark Cochran

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Sipos

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Leo Arellano

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Beau Turner

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gregory Vogel

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Patrick Jackson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in employee layoffs, longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Todd Benda

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago Area

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Troy McBroom

Location: Sallisaw OK, Texarkana Texas and Texarkana AR

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Columbia River gorge routes. Portland Oregon routes. All American rail tracks and routes!

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kent Bushman

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chad Hyde

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chris Dillinger

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Proposed Union Pacific–Norfolk Southern Merger.

Timothy Zakutansky

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brandon Betthauser

Location: Praire du Chien, wi Aurora sub. Along the Mississippi river

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Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Marysville ohio

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Barboni

Location: US

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Proposed Union Pacific–Norfolk Southern Merger.

Ronnie Riley

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Greg Jones

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: The whole network in its entirety

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
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- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I would also like to include that if the merger goes through, the employees will not want to work as hard for a bigger company. You will put a lot of stress on construction gangs who may have to travel all the way across the country. It's not safe and isn't a reliable means for travel

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jerry Brown

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Nodrick

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Patrick Smith

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tobe Oliphant

Location: Fostoria Intermodal facility

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matt Burdette

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Isaac Beaty

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Also if the merger is such a good idea and the companies say it will be transparent, then why fight to hide the CEO speech from the public.The guarantee of jobs doesn't mean that the employee will have a job where they live. If a job is offered to the employee and its 1000 miles away from their home, they would have to uproot there families and start over in a new place and more than likely with no moving package. If they refuse the job location then the company can just let them go because they offered and job was refused. AGAIN, ALL ABOUT THE COMPANIES AND NOT THE PEOPLE WHO KEEP THE COMPANY MOVING EVERYDAY.

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The UP is already vastly under staffed and merging with NS and their systems that need upgrading will vastly affect safety of the public and railroad workers. The UP already is making changes to the way tickets are coded to hide their quickly deteriorating infrastructure.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tony Goodfellow

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Novick

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Sergio Moschitti

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I also believe that if this merger (take over) happens, that many lower traffic routes from NS will be abandoned which would be devastating to the local economies and customers on those lines!

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Leroy Miller

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will allow for the first time in rail history in the United States of America to have a one company transcontinental railroad, allowing for an unfair advantage for the other railroads that are limited to service just the eastern or western parts of the country likely result in an unfair rate advantage to transport from one cost to the other cost. No one knows for sure what the impact will be to the public and to the train traffic, we can only speculate. In the beginning it may result in lower customer cost until the other railroads are forced out of business and sold leading to a possible monopoly. Again that is only one speculation. I urge you to take immediate action to oppose the merger, which is essential for the consumer and for our future generations. Millions of Americans live in a place that could be or has already been impacted by a train derailment. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit, the CEO and Board Members will be reaping the benefits off the backs of the rail workers.

Specifically for people who live near the rail infrastructure, community impacts in include:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: NS Pittsburgh Division, NS Mon Line, NS Port Perry Branch, NS Manor Branch, NS Waynesburg Southern Branch

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Phoenix

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Morse

Location: Ashville nc.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Beau Tweten

Location: BNSF

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago, Houston

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Craig Opp

Location: Chicago, Houston

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Maxcy

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thomas Sandefur t

Location: Owensboro, Kentucky, United States of America

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steve Daniel

Location: The entire country where there are railroad tracks.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William Klinger

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Montiel

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Kansas city

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: All

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. The UP has been working us short handed and trying to put in twice the jobs the company says there is no black out on taking vacations yet the managers say different they keep saying and talking safety but you get out here in the field they are just threatening people and pushing them to the limit their is no safety program like just 5 years ago now it is all about production and profit and pleasing shareholders. Trying to eliminate monthly safety test at rail xings seems contradictory to safety .

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andrea Valdez

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chad Brooks

Location: Zone 4

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: PNW

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Blue Ridge Division

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kate Latimer

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

This is a bad idea. We don't need more big business focused on profit over people. The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose and deny the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kevin Lavin

Location: Northeast Illinois and northwest Indiana

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeromy Case

Location: All Class 1 and small railroads

I offer the following as my own account, beliefs and concerns: My Concerns With the Union Pacific–Norfolk Southern Merger As someone who works in the railroad industry, I have serious concerns about the proposed merger between Union Pacific and Norfolk Southern. I understand the argument for creating a coast-to-coast railroad. The companies will talk about efficiency, improved service, and economic growth. But I believe we need to look beyond the promises and consider the long-term consequences for the entire railroad industry. My biggest concern is what this merger could mean for competition. Combining two major railroads would create a significant competitive advantage over other Class I railroads. That could put tremendous pressure on competing railroads to pursue mergers of their own simply to remain competitive. But here's the problem: There is absolutely no guarantee that regulators would approve those future mergers.

We could end up with one massive coast-to-coast railroad while other railroads are left trying to compete at a disadvantage, without the same opportunity to expand. I'm also concerned about what this means for railroad employees. History has shown that railroad mergers and consolidation can bring restructuring, elimination of positions, changes in operations, and uncertainty for the men and women who keep these railroads running. Railroad employees should not have to bear the consequences of corporate decisions made primarily to benefit shareholders. And where does this stop? If this merger leads to additional consolidation throughout the industry, how long before meaningful competition becomes a thing of the past? We could eventually find ourselves with an industry controlled by only a handful of companies, or even moving toward a monopoly. Less competition can mean fewer choices for customers, less leverage for employees, and greater control concentrated in fewer corporate hands.

I'm not against progress, growth, or improving railroad service. I'm against consolidation that could permanently change the competitive balance of the industry without adequate protections for employees, customers, and competing railroads. Factual example: Schneider National CEO has acknowledged that the merger could be strategically beneficial. As of January 1 2027 CSX has lost its business to Norfolk Southern! What this means for CSX This is a significant competitive loss for CSX, although the financial impact remains uncertain. Could the prospect of a transcontinental railroad already be influencing customers' decisions before the merger is even approved? That doesn't prove the merger caused Schneider's decision, but the timing and potential advantages deserve scrutiny. Before any merger of this magnitude is approved, there need to be real answers about its long-term consequences, not just promises about what it might accomplish.

Once competition is eliminated, it's not easily restored. And once railroad jobs are eliminated, those families don't get those opportunities back simply because a merger looked good on paper.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
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- Delayed emergency response times
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- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gilbert Devlin

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jason Skidmore

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kenneth Barber

Location: Richmond VA , Rocky Mt NC

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ryan Foreman

Location: Harriman Dispatch Center

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Another concern with the merger is Mr. Vena's recent comments involving customer pricing when they might oppose the merger. If he is willing to raise prices Union Pacific's own customers I find it hard to believe he won't have retaliatory action against employees that may be outspoken against the merger.

Union Pacific also has clever wording with their 'job for life' claim. They will not promise my job for life, just a job somewhere doing something.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jason Raber

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Devon Keys

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cory Mann

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Trevor Shatek

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Steven Ramiza

Location: The former DH lines now owned by NS

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Joliet subdivision

I offer the following as my own account, beliefs and concerns:

For the most part I am for the merger. The biggest concern I have is that Norfolk Southern has a horrible maintenance record and no concern for safety. How can we expect employees who have been allowed to not do their job to all off a sudden care about safety? Will the horrible standards of NS then bring the standards of UP down ultimately putting the public at risk?

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: NS Mainline Washington to Atlanta

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

This merger is a scam, just for the enrichment of shareholders. If the RRs wanted to work together, they could have done this decades ago by entering mutual agreements, they don't need to merge for this to happen. Does anyone really believe they can take 2 million trucks off the roads? Where will all those truckers be employed? Neither of these RRs can handle the business they have now anyway. Recently, NS again, for the 3rd time since PSR, limited or exited intermodal city service pairs they offer. The message is clear: they don't want additional bizNS or ways to work with customers, they want to bend them to whatever the RR wants. yoUPee is already calling the shots at NS HQ every day. Yellow engines are on NS like they are already merged -but this could have already happened to power short NS years ago if they cared. NS's network is a hot mess. Dwell is up, trains are slow, they lack the operating discipline to run a railroad because their talent pool is shallow. NS is already being more hostile to their workers in efforts to discipline & eliminate as many people as possible so they will have less "jobs for life" to honor. And this promise is a joke too. Sure, you may have a job, but it's 1/2 way across the country. No one wants that. Name one merger that benefited the labor -the people that actually do the work- where more people were employed or needed. Industry consolidation has already gone too far decades ago. yoUPNS should not be allowed to proceed; it's not in the public or labor or shipper's interest. It will be terrible for the entire country when this massive railroad grinds to a halt because of some stUPid technology outage. yoUPee has said they wanted to run even longer trains -they'll just derail & blow up another town -it's not a question of if, but when. These RRs will say there is no data, but damn, how many long heavy ass trains have to derail at horseshoe curve (for example) until someone steps in and sets a limit? How long is too long? how heavy is too heavy? Let's have some common sense! All these long ass trains clog up the network, don't make it from A to B without a recrew & are all about corporate GREED and doing more with fewer employees & engines.

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit. Specifically for people who live near the rail infrastructure, community impacts in include: - Increased costs for consumers - Longer trains - Blocked crossings - Delayed emergency response times - More truck traffic around intermodal facilities - Reduced neighborhood connectivity We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Sarah Morton

Location: Kansas and the Western US

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, an increased cost to consumers, and a reduction in workforce to properly maintain these railroads. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods and for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts include:

- Increased costs for consumers on goods purchased at our local stores or online.
- Longer trains causing longer wait times at crossings.
- Blocked crossings causing farmers and the general public to reroute multiple miles in hopes another crossing is open. The Western US has far less road crossings than the Eastern US.
- Delayed emergency response times preventing our loved ones or neighbors from receiving necessary care.
- More truck traffic around intermodal facilities that are located near or within housing communities.
- Reduced neighborhood connectivity.
- The downstream merger impacts can and will affect other rail lines at some point in the future creating a monopoly or duopoly.

The railroad infrastructure cannot support the merger(s) or continued decline in manpower, equipment maintenance and track maintenance with the increase of traffic, tonnage, and corporate profits. Merging railroads will not solve the efficiency, maintenance, or manpower issues but rather continue the decline of them. Merging does not solve poor management practices.

A denial of this merger and some stiff fines for railroads, such as UPRR, NS, BNSF, CSX, and CN, that fail to maintain solid infrastructure by decreasing equipment maintenance, track maintenance, and manpower while reporting record or excessive profits would go a long way to keeping our communities, people, and the environment safe as well as keeping the dedicated employees who have pursued a career on the railroad employed. Capable leaders and proper management are the solution to the infrastructure and safety issues, not mergers.

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Omari midgette

Location: Rail line

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. I am against the rail merger yes I am. We do not want Norfolk southern to merge at all. It needs to be rejected and blocked.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

Corporate greed is putting profits over the people that it serves. This merger would benefit only those serving on the board for UP/NS. It will cost customers with poor service (increased rates and delayed shipments), it threatens the jobs and livelihoods of UP/NS employees… remember "Labor does not contribute to profits". Jim Vena has proven he is a self serving CEO that will retaliate against anyone opposing this merger.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bobby Griffis

I strongly urge the Surface Transportation Board to carefully scrutinize this proposed merger and reject it unless the companies can demonstrate, with credible and independently verifiable evidence, that it will improve railroad safety, protect employees, preserve competition, and provide measurable benefits to the public.

I offer the following as my own account, beliefs and concerns: I am writing to formally express my opposition to the proposed merger between Union Pacific Railroad and Norfolk Southern Railway. I believe this merger raises serious concerns about the future of the railroad industry, the employees who keep it operating, the customers who depend on reliable rail service, and the communities served by these railroads. While the merger may be presented as an opportunity to improve efficiency, expand service, and increase profitability, I am concerned that the greatest benefits will go to corporate executives and shareholders while railroad employees, customers, and the public bear the consequences. My concerns include the following: 1. Employee Job Security and Working Conditions

A merger of this magnitude could lead to job eliminations, forced relocations, reduced opportunities, changes in seniority, and increased workloads. Railroad employees have dedicated years of their lives to this industry. Their livelihoods should not be sacrificed to increase corporate profits. 2. Railroad Safety Railroad safety must always come before profits and production quotas. Combining two major railroad operations could create additional operational challenges, including increased traffic, longer trains, greater demands on employees, and pressure to do more with fewer resources. Any merger must demonstrate that safety will not be compromised. 3. Reduced Competition Combining two of the largest railroad companies in the country would further concentrate control of the nation's freight transportation system. Less competition could mean fewer choices for customers, higher shipping costs, reduced service quality, and less accountability. 4. Impact on Railroad Employees

The people who operate, maintain, inspect, and support the railroad are the backbone of this industry. Corporate decisions should not overlook the experience, dedication, and knowledge of the employees who make railroad operations possible every day. 5. Corporate Profits Versus Public Interest A merger should not be approved simply because it promises increased revenue, reduced expenses, or greater corporate market power. The Surface Transportation Board must carefully examine whether this merger genuinely benefits the public, railroad customers, employees, and the national transportation system. Conclusion The railroad industry is too important to our nation's economy to allow decisions of this magnitude to be driven primarily by corporate financial interests. Railroads should be built around safety, reliable service, experienced employees, and the customers they serve—not simply bigger corporations and bigger profits.

I respectfully submit this statement in opposition to the proposed Union Pacific and Norfolk Southern merger. Respectfully, A Concerned Railroad Employee

I strongly urge the Surface Transportation Board to carefully scrutinize this proposed merger and reject it unless the companies can demonstrate, with credible and independently verifiable evidence, that it will improve railroad safety, protect employees, preserve competition, and provide measurable benefits to the public.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cullan Laughlin

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Megan Campbell

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andre Ramirez

Location: Pacific Northwest area

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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As a Railroad worker the merger is not beneficial to us and our job security would be in danger with their “jobs for life” propaganda. It will most likely force us to move to a different location to keep our seniority and have to leave or move our families. Other than that give us jobs that are within the company but not with benefits and at a severely underpaid hourly rate.

Also with Vena wanting to basically extort the shippers just shows how much he has done and willing to get what he and the investors want.

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Mullally

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brian Adams

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Guy Christensen

Location: CSX Avon Indiana

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

katy valenzo

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Orchard

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Working at Norfolk Southern for 10 years so far has been the most rewarding job. I do not want to see any other railroad take what we have in place and established as a great railroad for the past 40+ years.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Tortora

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Mouser

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeffrey Svob

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicagoland area

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: memphis

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bryon and Lacie Crocker

Location: Utah

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. These men do not care about the public America or their employees. They are truly wicked people. I pray you don’t let this merger go thru. Also should make it so every customer in the USA can use any railroad or at least get pricing of what they would charge and for e the other railroad to honor it. We have as a country been forgotten about and I’m asking for help stb to put a stop the violence there power specially Jim venas. It’s gone to far.

Please do what’s right for American people.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gw Brown

Location: Norfolk Southern corridor out of NYC going south and west

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

AARON RILEY

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andrew Fay

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tracy E. Hurlburt

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Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jake Good

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Keystone Division

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Timothy Prickett

I offer the following as my own account, beliefs and concerns:

I am commenting due to concerns about recent comments made by Union Pacific Executive Jim Vena. During a statment to the Southwest Association of Rail Shippers, Vena threatened to raise shipping rates on anyone who opposed the merger by 3-4 percent. This shows the monopolisitic thinking that is behind this merger and shows how UP-NS would leverage their large advantage in having access to every corner of the nation to engage in monopolisitc tendencies.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeffery Jones

Location: Neff Yard/6400 Martin and Jefferson City Missouri

I ask the Surface Transportation Board to consider my concerns about the proposed merger.

I offer the following as my own account, beliefs and concerns:

Shareholder Interests and Competition The proposed $85 billion merger raises serious questions about whether its primary benefits will serve the American public or the financial interests of railroad shareholders and executives. In 2023, Soroban Capital Partners publicly advocated changes in Union Pacific leadership to improve financial performance and shareholder returns. Jim Vena subsequently became CEO. The applicants project billions in financial benefits, but how much will come from increased business and improved service versus reduced staffing, terminal consolidation, and a never-ending desire to lower operating expenses at all costs? The Board should require independent proof that the promised benefits cannot reasonably be achieved without this merger. Common-Carrier Obligations and Railroad Operations Union Pacific's Precision Scheduled Railroading practices have emphasized operating efficiency and cost reduction.

I am concerned the merger could create additional incentives to prioritize profitable, high-volume freight while reducing attention to smaller, labor-intensive customers. Under 49 U.S.C. § 11101, railroads have common-carrier obligations to provide transportation upon reasonable request. In March 2025, Union Pacific publicly announced its lease arrangement with Jaguar Transport Holdings in Kansas City, transferring certain local operating responsibilities to a short-line railroad while UP concentrated on long-haul transportation. If these arrangements can improve service and efficiency, why is a merger of this magnitude necessary? The proposed Canadian National arrangements involving Neff Yard and the Kansas City–St. Louis corridor raise serious concerns about transferring established Union Pacific work to another railroad.

The applicants should explain which railroad would perform existing work, whether employees could be displaced, and what would happen to seniority districts, home terminals, assignments, and collective bargaining agreements. The July 2026 employee-impact projections should also account for potential transfers of work resulting from these arrangements. Regulatory Accountability and Transparency in April 2024, this Board documented Union Pacific's extensive use of more than 1,000 freight embargoes during 2022 and its repeated failure to provide timely, complete, and responsive information during the investigation. The Federal Railroad Administration also suspended its 2024 Union Pacific safety-culture assessment following concerns involving management conduct and employees' fear of intimidation or retaliation. More recently, CEO Jim Vena's March 2026 remarks concerning potential rate increases for customers opposing the merger raised serious concerns about possible retaliation. Union Pacific challenged public disclosure of the recording.

On November 4, 2026, the Board denied that appeal and required disclosure. The Board also denied the applicants' request for Board-member-initiated private communications at that time. Although these events do not establish unlawful retaliation or improper private communications, they raise legitimate concerns about transparency, accountability, and public confidence in this proceeding. Railroad executives seeking approval for a transaction of this magnitude should be held to an equally demanding standard. Conclusion I am deeply concerned that the financial benefits of this merger could be concentrated among shareholders and railroad executives while railroad employees, shippers, communities, and American consumers bear the long-term risks cost and consequences of allowing this merger.

I ask the Board to require independent proof of the promised public benefits and examine these concerns before deciding the application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Stephen Grekulak

Location: Buffalo, NY area

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Amee Dyer

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kyle Wallace

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Donald Sorenson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Burris

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Martinez

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Casey Caddell

Location: RAILSERVE - St Bernard, OH

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Casey Greb

Location: All

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Paul Trumpore

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

My largest concern is loosing our small business, we maintain and own historic locomotives that do not use AAR Coupler Pockets, UP will not allow us to transport our equipment.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dave Mellbye

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: NS Blue Ridge division

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cathy Boyt

Location: Fort Worth, TX

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Alex Wacker

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Omaha ne, lincoln ne

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.
I am also concerned about the saftey of rail employees as it will create an environment where employees are in a less competitive workplace environment that the rail carriers will create a more hostile work environment than already exists.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit. I also work for one of the railroads that are participating in this merger and there are already plans to eliminate the yard that I currently work at putting me and many others out of a job.

Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randy Wilhite

Location: Cheyenne County Colorado

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: everywhere

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Furthermore the CEO of UP has shown his true colors. Not only do we want the merger denied, we want the CEO removed as he has demonstrated that he will raise rates out of spite. That is an unacceptable business practice and the complete opposite of what he claimed this merger was for. It is no longer for the employees, the economy, and the customer

It is pure corporate greed. Unacceptable business practice!!!

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeremy Baltazar

Location: Los Angeles, Ca

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Miguel Quezada

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Roseville

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jason Branco

Location: Northern Ohio

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Union Pacific only looks out for stock holders with zero regard to customers, general public, employees, etc... Retaliation is their MO in all aspects of their business plans.

The video release isn't the only time Vena lost it. When he first arrived at UP he was in the dispatch center asking about a certain grain train and why it wasn't moving. Nobody knew why or anything about it so to teach them a leason he took all the chairs away from everybody including dispatchers until they figured it out. Afew hours later and after digging the train was parked and in storage. In my opinion he is a loose canon and not a good leader or honest person to be responsible of a huge merger like this.

Thank you for your time!

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brian Waite

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Jim Vena, President of Union Pacific, will have more control over the US economy than the President of the United States. Mr. Vena can hold the United States hostage if his demands aren't met, by simply stopping the railroad for 1 day, he can stop 50% of the economy. He has already threatened to raise rates on his current customers 3-4% just to teach them a lesson. He will do the same thing to the government when this takeover happens.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matthew Johnson

Location: Kansas City to St louis

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application. We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

With this merger I would most likely have to move because I live in sedalia, mo and the Union Pacific is wanting to sell the trackage rights from Kansas City to St. Louis to the CN. Just in the sedalia area we would loose hundreds of jobs. And this would affect the town of Sedalia dramatically.

Please deny this merger because it is based on corporate greed, elimination of jobs, and probably one big one know one talks about is union Pacific trying to eliminate union agreements by selling trackage rights and merging.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Holcombe

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

david stacey

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: US

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I offer the following as my own account, beliefs and concerns:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

My regular assignment at UP is already slated to be abolished should the merger go through! say NO to the merger!!!!

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robin Smith

Location: Harrisburg Pa, Enola Pa, Reading Pa, Allentown, Pa

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William Evans

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Montgomery

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: All of Michigan.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to urge the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The merger risks worsening already poor service, increasing costs for consumers and shippers, and disrupting communities for generations. Longer trains and service disruptions could mean more traffic delays, blocked crossings, slower emergency response, and greater strain on local infrastructure. The people who bear these costs are unlikely to be the ones who benefit.

I am particularly concerned that customers could have fewer practical alternatives if service deteriorates. Any reciprocal-switching remedy must be accessible, timely, and affordable. Excessive switching charges could make it uneconomical and leave shippers with little meaningful recourse when service is inadequate. The STB should scrutinize the proposed charges and safeguards closely and ensure they cannot be used to undermine effective competition.

Union Pacific CEO Jim Vena's remarks to shippers make these concerns especially serious. In a video made public after the STB ordered its release, Vena said he would "probably increase everybody's rates" by "3 or 4 extra percent" to "teach you a lesson" if they opposed a seamless railroad. Union Pacific has characterized the remark as an offhand comment, but the STB has expressed concern that it could affect stakeholders' willingness to participate in the merger proceeding without fear of commercial repercussions. A threat to raise rates on customers because of their position on the merger is unacceptable. The STB should consider these remarks and any related evidence when evaluating the merger, the proposed protections, and whether shippers can speak freely without fear of retaliation.

The merger could also affect current and prospective railroad employees through job losses, fewer opportunities, changed work locations or conditions, and greater uncertainty for workers and their families. The STB should examine these potential effects and require clear, enforceable protections. It should also consider how staffing, training, fatigue, and workforce experience affect safe and reliable operations.

For people who live near rail infrastructure, potential impacts include:

-Poorer or less reliable rail service
-Longer trains and more frequent or prolonged blocked crossings
-Delays to emergency response
-Greater exposure to derailments and other rail incidents, including those involving hazardous materials
-Reduced neighborhood connectivity
Higher costs for consumers and businesses

This merger should not be approved unless its proponents demonstrate clear public benefits and provide meaningful, enforceable protections against harm. We do not need further corporate consolidation that could leave hard-working Americans paying more while the benefits accrue primarily to corporate executives and investors.

I urge the STB to fully consider the effects on service, competition, safety, customers, employees, and communities when reviewing UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeremy Carr

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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As a railroader for 2 years, in the short time I have been working, I have seen them try to cut any jobs they can, even if it means customers don't even get to know about it. This merger is a huge step for both railroads to continue to cut jobs and maybe eventually the conductors and run all trains as one man.

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Lance Crabb

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Devin Alexander

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joe Tarrant

I ask the Surface Transportation Board to consider my concerns about signal employment.

I offer the following as my own account, beliefs and concerns:

To begin I am writing this statement because I was informed that Union Pacific has essentially stated that they do not need any new signal employees to continue operations if the Norfolk Southern and Union Pacific merger goes through. I believe they are severely mistaken in this line of thinking and I have several points to back up my belief. The first of which is the aging workforce that we already have. In fact, I know of at least 10 employees alone that will be retiring in the next 2 or 3 years. There will be many more to follow in the next 5 years. Not only will you be losing a boots on the ground employee necessary to compete test work, but you will be also be losing a significant amount of experience, knowledge and wisdom when it comes to the signal craft. We are required to work on various types of equipment from location to location. Much of the equipment, both in signal system and highway-rail grade crossing warning systems is microprocessor based and function in ways that are not remotely similar to each other.

Many of our older and outgoing employees have significant experience and expertise on how older equipment functions in the current infrastructure which can turn a 3-hour train delay into a 15 minute repair. Not hiring more new employees means that there are less people who have the knowledge to go out and repair these issues, and inevitably less people learning these valuable skills. This will eventually lead to a hiring crisis, which when it hits, may result in the hiring of new people, but will not address the gap in knowledge. The amount of people who can really bail tue railroad out of trouble will have drastically decreased which will create a situation where only a few select employees can truly address repairs and trouble. If you continue to hire and have a steady influx of new employees, this knowledge base will continue to grow and prosper. This knowledge base is something that can't be rebuilt overnight. Simply put, if you fail to bring new people in now, you will experience less on time performance and more costly delays.

To speak to my second point, I would also like to bring up the aging infrastructure that many of our lines face. To put it frankly, I, in the year 2026 have removed vital signal components that have been in service since 1946. It is not a question of if these components will fail, but when. Many of these components cannot be replaced because they do not produce them anymore. So, speaking logically, you will have to replace these systems and, referring to my previous point, the more employees you have learning about these new technologies the better off you will be in the long run. Also the more employees working on replacing aging equipment and systems, the faster it will get done. When a well maintained and modern signal system is in place, you don't have to worry as much about a particularly windy day on the aging part of your territory that will cripple the ability to run trains.

Moreover, I question the logic to keep running trains on an already deteriorated system to save money on hiring new employees and replacing aging equipment and compare that how much it costs to clean up a train derailment that polluted the local river and destroyed a small town's drinking water. In short, it is smart to address this issue properly before it becomes an issue so large you can't fix it. For my third and final point, I would state the already aging workforce is also being asked to do far more than is safely possible. I once had a territory with 25 crossings, 10 power switches, and 15 electric lock switches (this is also not including all the automatic locations that were also on this job). For perspective, let's say you had 40 daily driver cars you were responsible to maintain. Would you, as one person, be able to maintain 40 cars as effectively as you could 20?

I ask the Surface Transportation Board to consider these signal staffing, training and infrastructure concerns in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

William White

Location: NW Rail Region

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mike Bonacci

Location: New Jersey

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I must also add my own personal comment. Jim Vena is, if this is permissible, an absolute man child, for his previous comments; namely those threatening to raise rates on customers who do not support the merger. Even if this was a joke, this is a totally unacceptable statement and line of behavior for a corporate leader in this country. Raising rates on shippers is a guaranteed way to drive away and kill business, and by extension; jobs, and could trickle down into affecting local economies and regions of this nation. Vena's wanton disregard for this fact and his filter with the effectiveness of a morphine syrette administered to an elephant, is clear proof that a UP acquisition of NS; especially one under his "leadership," is bad business for this country.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Matthew Craig

Location: All of Illinois

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

STEVE Baldwin

Location: La Grande Oregon

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Alan Sweere

Location: All of UP NS property

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

Based on the comments of Jim Vena, UP CEO, which UP fought to keep secret, UP will absolutely raise rates for shippers opposed to the merger, which will increase costs for us members of the general public in a time of high inflation, rising costs, increased monopolistic and anticompetitive behavior by corporations, and other things that are wrecking the economy and ruining the average American's life.

If President Donald Trump's STB approves this merger, it will show that he and his administration have learned no lessons from the recent big blue wave of Democratic wins.

This merger will result in a Too Big To Fail railroad overly focused on shareholder profits over the public good, and at the first economic downturn this railroad will collapse, necessitating Conrail 2.0 to be formed just to keep necessary goods moving while the public bails it out.

This merger will ruin all changes for passenger rail expansion and drive more traffic to trucks, as it will focus on the most profitable cargo to the exclusion of cargo it can still carry profitably yet not with enough margin to satisfy the shareholders, thus it will not serve the overall public good.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andrew Little

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Amtrak NEC

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Norfolk southern Chicago line

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Travis Clarke

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Adam Baker

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I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Proposed Union Pacific–Norfolk Southern Merger.

Nathan Newell

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Percy Stoffel

Location: St Louis to villa Grove uprr line.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. I believe that the threats made by uprr ceo vena were sincere and the response from the company is simply an attempt to cover up the truth of what would happen if they get the merger or not. As an employee of union pacific I have been a victim of company retaliation against me on multiple occasions, so I can say without question that they will retaliate against anyone who disagrees with their objective. So I strongly believe that the merger is bad for everyone except for the ceo and maybe the shareholders. Thank you for your consideration.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kevin Lee

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeffrey Carson

Location: The whole network Coast to coast.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jennifer Kolb

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: New Castle district on NS

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Frank Cosentino

Location: California/ San Bernardino

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. It's a way for the rich to stay rich and screw a lot of hard working Americans out of a job. It's politics and a monopoly. I DO NOT APPROVE.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

Union Pacific has pre approval already started interfering with NS operations and is implementing changes based on their culture. You can track this in the decline of service across NS since the acquisition was announced.

This is simply bad business that will cause American families higher pricing and will eventually lead to more needed oversight of M&A of large entities.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Droste

Location: Great Lakes Service Unit. Central Iowa.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

I have worked for Union Pacific for almost 24 years. Since the implementation of PSR Union Pacific has become a terrible place to work. Which is very disappointing, as I love my job and what I do. Ever since the recent merger announcement, it has gotten even worse, with the manipulation of boards, recrews and especially discipline as they are firing good quality employees for reasons that used to be a coaching events. Every day we go to work it could be our last. I always wondered if the higher ups knew how we are treated and retaliated against and now after seeing Jim Vena's comments about retaliating against customers who are against the merger, I see it comes from the top.

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

This will destroy so many jobs, and decimate local economies. This is also a monopoly, not to mention the president of up has already threatened to raise rates on people who oppose the merger.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

I think the merger causes more problems then solving any. You take away jobs, and force people in local communities to pay more. Not to mention it's legally a monopoly as they would own more than 50% of Americas rail lines with the merger. That is a serious problem and should have been considered before the merger was thought about. Plus U.P head president rasie rates to anyone who opposed the idea. " And if I stick around, which I probably will, I'll probably increase everybody's rates that said they didn't want a seamless railroad by three or four extra percent to teach you a lesson." - Jim Vena 2026. Even if it was to be a joke, this line shows he's willing to abuse his powers to punish anyone who disagrees with him. This is not a man who should control over 50% of the rail lines in America. A monopoly has been a problem in America before, let's not let it be a problem again.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Sergio Aguila

Location: BNSF San Joaquin Valley

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeremy Jarrett

Location: Topeka, KS

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Angel Palmer

Location: Norfolk Southern in North Carolina

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: transcon.

I am writing to ask the Surface Transportation Board to deny the proposed merger.

I offer the following as my own account, beliefs and concerns:

My reason are pretty simple. The railroads are already way too powerful. We have experienced them displaying this power in malevolent ways. Only other power structures can reign in the railroads. They have in the past and will in the future try to hold hostage to their demands, Labor, Customers, Communities, and the Nation.

We need power hungry organizations to to push against each other. If Union Pacific has no power hungry organizations pushing back they will certainly use that monopoly power to pressure everyone to advance their selfish interests. Everyone will suffer from this merger except Union Pacific.

I urge you to stop this power grab but Union Pacific.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

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Name withheld at participant's request

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please do not approve the merger

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Joseph Ciesielski

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Culpeper, VA to Alexandria, VA and Manassas, VA to Front Royal, VA

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Mike Schaefer

Location: Union pacific railroad

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns: The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit. Specifically for people who live near the rail infrastructure, community impacts in include: - Increased costs for consumers - Longer trains - Blocked crossings - Delayed emergency response times - More truck traffic around intermodal facilities - Reduced neighborhood connectivity

I would also like to add the man power to do the work is down to nothing. The railroad already wants 4 man gangs to do the work of 10. The railroad is always moving one crew in to help another crew just to have a 3rd crew go do what the first crew that got moved was doing. We never finish what we start because we dont have the men to do the job right the first time. They have cut many crossing off because we didn't have the crews to go do them. The railroad has pushed the crossings out over and over again now they just got rid of them. If we are worried about safety I would think upgrading the crossing would be one item on the top of the list not on the get rid of list. In the zone im working in the men that are going to retire in the next 4 years we dont have men to replace them. We all know that it takes a good new employee 3 to 5 years to make them a good employee and we are hiring nobody. We can not fill the jobs we have now,we are going to loose at least 30 maybe more guys in the next 4 years and we are not hiring anyone. If we cannot get the work done now with the crews we have now, how are we going to do the work when we loose more men. We use to have MoW every 25 to 30 miles with 4 to 5 men now we have 2 or 3 if you count the welder every 200 miles. We have to have 3 section crews come from all over just to hope to change a switch point out. It's no wonder we put so many trains on the ground. There is so many trouble calls any more the maintainers dont have time to do their test. If the check out they take their trucks away, if they stay on call they get told about how they are getting to much overtime. We cannot win. We dont have the man power to do the work! I could careless about buying the NS. Take care of us before you take care of someone else. The men in the field makes this all work. Give us the help we need to get the job done and maintain what we have!

I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kevin Eason

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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Mergers like this only make things worse for the American people as a whole while making a handful of people richer. We the people are tired of suffering at the cost of billionaires hoarding more wealth.

I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Treadway

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tony Lo

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Brian Osborne

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.
In addition as a railroad worker I am concerned about the safety of the public at the grade crossing as we have crossings that are being used with outdated equipment that is extremely hard to get spare equipment for being it is no longer supported by the manufacturer. And with all the budget cuts it makes it difficult to upgrade and maintain.
Also as for the signal maintenance they (Union Pacific) have cut jobs and extended territories to the point of hard to keep up with the FRA testing and maintenance.
Now we are required to stay available 33% of our scheduled time off without standby pay as our contract states we should receive.
I myself have over 400 miles of territory in 3 states to cover and keep compliant and drive a truck with 350,000 miles.
Not sure how much more they can stretch us out. I would like to say the merger is a good thing but have doubts on it. I would like to see more improvements to what they have as opposed to more railroad.
Thanks

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bryan Shoffner

Location: Burlington-Greensboro North Carolina

I am writing to urge the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

I am a proud member of the BRS, a 15 year employee of Norfolk Southern and a resident in a community that Norfolk Southern operates in. I hired in with a company that made "safety a condition of employment" and I was proud of the company I worked for. I can say that no longer. PSR is what happens when activist investors, hedge-funds, and Wall Street attempt to run raliroads. It is not so indirectly responsible for what happened in East Palestine. Unfortunate, as it was a predictable outcome, anytime hard-working people, safety measures, and the communities best interests are but a mere and distant afterthought, in the pursuit of more and more--and more profits. PSR=Public Safety Risk. A UP/NS merger is nothing but a further money grab mega project and PSR, on steroids. It is driven by greed-AT ALL COSTS. As bad as NS has gotten (an over %80 increase in accidents from 2018-2023), UP has a far worse record, hidden by its sheer size, in comparison.

In dealing with its customers, employees, safety, and the communities they operate in, they are simply bad-actors. Their trains are longer. Their crews are worked thinner with barbaric attendance policies no decent and self-respecting person deserves. Tired, beat-down and mistreated people make more mistakes. They are ruthless in their pursuit of profits over people, and not just the people that work there. There is also the little girl, who gets off of the school bus, who can see her home, but must wait-and wait, for a stopped 2 1/2 mile, or longer, UP train to clear a crossing, just to get home. God help them the parents need to get to her, in an emergency, at the school. They aren't blocking Wall Street-its Main Streets all over the western (and with a merger-All) US who will pay the price. Furthermore, Mr. Vena was forced to recently make a video public that UP's legal team vehemently fought against providing. Why? Because it shows, plainly and shockingly, who this man, this company truly is.

It revealed nothing less than a threat to his customers, saying basically "Keep your mouths shut--or else" It was shameless yet shameful. And this is BEFORE he ammased the unrivaled power he seeks, with the help of NS, to obtain in this merger. Imagine what he would do if, God forbid, he ever gets it. Rates will be higher. Service will be poorer. Competition will be non-existent. Safety will be in the caboose, thats already gone. But it will all be too late then. I have respected the efforts and work of the STB over the years. I know of no other issue, in your 30 year history, that is more consequential, than the one presently before you. You need no reminder from me, however, I must mention that you are the economic regulator entrusted, by all Americans, to make the right call. Enormous responsibility. I personally would gain, financially, from a merged company- and significantly. My regular wages would go up, my overtime wages would go up, my compensation for providing service on a trouble call would go up-But...at what cost?

I like to lay my head down, with my family safe, after a hard days work, where I was fairly compensated--fairly treated and know that I left my community in as safe a condition as I possibly could. I like to see businesses thriving. Trains moving safely up-and-down the tracks. It matters to me! I pray that you all can also lay your pens down, your heads down, after your important decision and sleep well. May God guide, lead and direct you.

I am writing to urge the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Stephen Woods

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. I have been employed in the signal department for 29 years. In those years I have held positions as signalman on construction gang. Signal foreman in construction. Signal Maintainer, Signal Inspector, and currently ETI. I didn't have any major concerns until the move from Signal Inspector to ETI. I was awarded a Signal Inspector job and really enjoyed the work that this job entailed. I could easily get my testing accomplished and had time to help with other signal work if needed. Then a couple of years after working this position I was given the option to move into a new position of ETI or take a bump if I didn't get training and qualify for the ETI position. I took the training to hold my current position. Not only did I continue doing my Signal Inspector duties, but I also was burdened with the addition of the ET work, so in retrospect, I started working two positions instead of one. My territory is very large, 550 miles with hundreds of crossings, numerous Hot Box Detectors, and numerous CTC end of sidings. It is very challenging to get the testing and ET work done on numerous occasions, due to the load of work. Throw in troubleshooting signal systems and repair and all the travel. Signal equipment has gone from analog to digital systems and hardware and software driven that is always in need of upgrading. Computers are needed to load software and of course all the testing that is needed when finished. In my department the company hasn't stayed on top of the upgrade of older equipment and servicing newer equipment with proper spares to reduce traffic delay time. We are constantly trying to find used equipment to keep the signal system running and most of this equipment is obsolete from the manufacturer. There has been no initiative to address this problem with the company, only reducing budgets and manpower further. While budgets shrink, the cost of the signal equipment has skyrocketed over the last few years, so replacing the defective equipment has become impossible. With this said, I don't see how merging with another railroad addresses this situation one bit. It will only lead to more opportunities to cut budgets and manpower further, which will ultimately make the existing issues worse.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jayson Hallberg

Location: UP Geneva Sub

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Devin Kessler

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tony Blankenship

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
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- Delayed emergency response times
- More truck traffic around intermodal facilities
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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dennis Lemp

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Union Pacific has spent the last four to five years reducing manpower to a bare minimum, extending territories, expecting more with less, struggle to provide proper territory coverage, and are actively trying to reduce testing in the field. Union Pacific is willing to risk accidents, activation failures, injuries, and even death to save pennies for shareholders. UP does not care about employee's work / life balance, they don't care how much employees have to work during the week and weekends, refuse to pay on call pay to increase after hour availability, vehicle conditions, don't care about how many derailments take place as long as they continue to earn record profits, and the list could go on and on.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. "I have worked in the signal department for 26years. During that time I've held positions as an Assistant Signalman, Signalman, Signal Maintenance Foreman, Signal maintainer and now Electronics Technician Inspector. I oppose this merger because I've seen firsthand what happens when railroads continue to do more with less. Every day we are expected to keep a safe railroad while our territories continue to get larger, relief maintainer positions disappear, and vital signal equipment isn't replaced when it should be. We are constantly asked to cover more territory with fewer people. The workload keeps increasing while the manpower and resources keep shrinking. The signal systems we maintain are the last line of defense protecting railroad employees and the public. When a crossing works properly or a signal displays the correct indication, nobody notices. What they don't see is the amount of time, effort, and experience it takes to keep those systems operating safely, especially when parts are hard to get, staffing is short, and employees are stretched thin. Morale across the railroad has suffered. Many employees feel that management is more focused on finding reasons to discipline people than working with the workforce to solve problems and improve safety. At the same time, maintainers are often required to remain on call roughly one-third of their weekends just to keep a company vehicle. The demands placed on railroad employees continue to grow while the support provided to them continues to decline. My concern is that a merger of this size will only make these problems worse. History shows that mergers often result in workforce reductions, larger territories, more pressure on employees, and a greater focus on cutting costs. From where I stand, the railroad industry does not need another round of consolidation. It needs investment in infrastructure, equipment, and the people responsible for maintaining and operating it safely. The Surface Transportation Board should take a hard look at the real-world impacts this merger will have on the employees who are responsible for the safe movement of trains every day. Safety should come before growth and shareholder value."

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Corpus Christi. Brownsville Subdivision

I offer the following as my own account, beliefs and concerns:

I am writing this to inform people about the UP/NS Merger. I currently work for Union Pacific and also am a shareholder. I am having to work under Union Pacifics policies and practices. Union Pacific has Never cared about safety for us as the worker or even the public. We have brought to the attention of Union Pacific, problems and safety issues that they continue to dismiss. There is a manager in Corpus Christi Texas that told his employees to not answer the phone at night when they are close to having there required hours of rest to circumvent the federal hours of service. This can mean that a crossing , in trouble, could jeopardize the public or train crews safety. This could also mean a false clear signal may not get a timely response from the employee. Which now we are talking about possible derailment and public safety or even train crews safety. The man power across the board at Union Pacific is Not at a level that promotes safety in all these categories. Management from the top down is horrible. I can name a multitude of actions where Union Pacific could have saved several hundreds of thousand dollars but due to poor decisions by management was wasted.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Trapper Cory

I urge the Board to deny this application.

I offer the following as my own account, beliefs and concerns: I am a maintenance of way employee and union officer representing Norfolk Southern track workers covered by the October 1, 1972 Southern Agreement, across the railroad's southern region in Illinois, Indiana, Kentucky, Tennessee, North Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana. I started on the railroad in 2005 as a track laborer and spent nearly 17 years in the field as a machine operator, welder helper, and foreman before becoming Vice Chairman of the American Rail System Federation, BMWED-IBT, in August 2022. I oppose the proposed Union Pacific and Norfolk Southern merger because it would harm rail workers, shippers, and the communities along these lines in every state the combined railroad would serve.

The merger would put more than half of the Class I rail market under one railroad. The only competitive fix the railroads offer, Committed Gateway Pricing, gives no shipper access to a new railroad, reaches less than one percent of national rail traffic, would raise rates for most shippers who qualify, and expires after the oversight period. Farmers, manufacturers, and chemical and energy producers already pay rail rates that have climbed far faster than trucking, and those costs end up in the prices every family pays. History tells us what comes next. After Norfolk Southern and CSX split Conrail in 1999, it took more than five years for service to recover. This deal is bigger than any merger before it. Union Pacific's more than 1,000 service embargoes in 2022 show how a railroad with too much market power treats its customers.

The railroads project more trains on key corridors across the network, including the former Southern Railway main line between New Orleans and Atlanta, and the former Wabash line through Fort Wayne and Butler, Indiana. More and longer trains mean more blocked crossings, slower emergency response, and greater risk for the towns along the tracks. Union Pacific and Norfolk Southern are the two least safe large freight railroads in the country. Union Pacific accounted for 31 percent of all rail accidents and incidents in 2024, and Norfolk Southern still has not kept its promises to East Palestine, Ohio.

From my years maintaining this track, I also know what happens to workers when lines are sold off. The railroads promise every union worker a job, but they have said they plan to sell or lease thousands of miles to short line railroads. Federal law exempts those smaller carriers from the labor protections the Board can impose. Workers on those lines could lose their jobs, wages, health coverage, and retirement benefits with nothing to protect them. If the Board approves it in any form, it should require New York Dock level protections, for as long as the combined railroad exists, on any future sale or lease of lines to Class II or Class III railroads.

I urge the Board to deny this application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Franklin Calle

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Vardo Yard

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Rob Morris

Location: Villa Grove, IL, Danville IL, St. Elmo,IL, Salem Il

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I am also concerned as a farmer and consumer. Getting my crops to markets around the world at competitive transportation costs greatly affecte the price local elevators pay me but also many rural communities. While a few percentage points may seem modest it can greatly affect our community. In the prices I am to the ability of my farm to spend that money locally which in the rural areas is what drives our economy. It affects other businesses such as manufacturing to be located here and be competitive. It affects small local businesses that rely on goods to be brought into our communities to be sold.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeremy Diaz

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Harrisburg pa

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jonathan Cronen

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Thomas McKelvey

Location: Philadelphia, Baltimore, DC

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

MARTIN Gutierrez

Location: Baltimore,DC area

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michael Bussmann

Location: Marysville Subdivision, Marysville Kansas

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Pat Telford

Location: CSX Walbridge Ohio

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As a signal maintainer I see that before or after said merger that they will try to lean up the workforce that is already short handed in both maintenance and construction which means they will be making territories bigger and trying to do more with less causing people to have to take shortcuts to get the job done rather than done correctly which is going to either lead to more accidents or injuries or more derailments.

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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Jacob Doolittle

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Proposed Union Pacific–Norfolk Southern Merger.

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Proposed Union Pacific–Norfolk Southern Merger.

Michael Gregerson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Caleb Ives

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Chase Triay

Location: Kenner, Louisiana

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Proposed Union Pacific–Norfolk Southern Merger.

Omari Midgette

Location: US

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Please block this takeover?

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Proposed Union Pacific–Norfolk Southern Merger.

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Proposed Union Pacific–Norfolk Southern Merger.

Brent Millet

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Personal Note:

I believe that the merger will not be beneficial to stakeholders relying on the affected railways, as lower competition will likely mean increased costs due to the critical necessity of more federal oversight (anti-trust), less customer choice (voting with wallet is inconsequential as the options for service are limited), decreased safety (UP is notoriously unsafe to work for; leading to more costly accidents, and even more regulation by the government), creating a rail monopoly in certain parts of the country, and so on... Railway transportation is one of this nation's lifelines, and in any good system, redundancy is essential to maintaining the health of the United States. Additionally, the resulting company may be less receptive to union negotiation attempts as there are no alternate employers for workers to go to, and may ignore them altogether, weakening worker solidarity, strangling compensation, and lowering trust in a key American industry.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Demarcus Milton

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Daniel Jacopino

I ask the Surface Transportation Board to deny the proposed merger.

I offer the following as my own account, beliefs and concerns:

I oppose the proposed merger of Union Pacific Railroad and Norfolk Southern Railway. As a railroad employee representative and General Chairman, I have serious concerns regarding its effects on competition, railroad safety, service reliability, employees, and the communities served by the national rail network. The applicants must demonstrate that this transaction serves the public interest, enhances competition, and protects the employees and communities that depend on safe, reliable rail service. Combining two major Class I railroads would fundamentally change the competitive structure of the national freight rail system. The Board must examine reduced routing alternatives, market concentration, customer bargaining power, and potential service disruptions during integration. Merger commitments should be measurable, independently verified, and enforceable. We have seen the importance of these protections firsthand following CSX's acquisition of Pan Am Railways.

From my experience, promised improvements have not fully materialized, and CSX is now pursuing the disposition of certain branch lines acquired through that transaction. Network integration, increased train lengths, changes in traffic patterns, and consolidated operations present potential safety and infrastructure challenges. Longer trains and concentrated traffic can affect train handling, blocked crossings, emergency response, inspections, and maintenance requirements. The Board must evaluate whether existing infrastructure and staffing can safely accommodate the proposed operating changes. As a General Chairman, I am particularly concerned about the consequences for railroad employees and their collectively bargained rights. Merger efficiencies frequently involve changes to facilities, assignments, work locations, and workforce utilization. A guarantee of continued employment does not necessarily protect an employee's craft, seniority, earnings, established work location, or contractual rights.

The applicants' own projections identify positions that could be eliminated or transferred through operational efficiencies. Even where continued employment is offered, displacement or relocation can impose substantial financial and personal consequences on employees and their families. This merger presents an opportunity for the Board to establish a new gold standard for railroad employee protections. The traditional New York Dock protections were developed in 1979. Technology, centralized operations, workforce structures, train operations, and the scope of railroad consolidation have evolved. The Board should not simply rely on protective conditions established decades ago without examining whether they adequately address today's railroad industry. Modern protections should preserve craft jurisdiction, seniority, earnings, work locations, collective bargaining rights, and meaningful opportunities for continued employment without forced relocation or economic loss.

These protections must be enforceable, with clear dispute-resolution procedures and meaningful remedies. Railroad safety depends on qualified employees performing inspections, testing, maintenance, and repairs with sufficient time, equipment, and resources. The Board must examine whether the proposed operating plan provides adequate staffing and infrastructure investment throughout the combined network. The consequences for maintenance backlogs, employee workload, fatigue, equipment reliability, and regulatory compliance must also be considered. Any consolidation of maintenance territories, facilities, or responsibilities must be evaluated for its effect on the employees performing this essential safety work. Communities along affected routes deserve a meaningful evaluation of potential increases in train lengths, blocked crossings, emergency response delays, noise, and congestion.

I ask the Surface Transportation Board to deny the proposed merger and address these employee, service and community concerns.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tyler Cohen

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I offer the following as my own account, beliefs and concerns:

I think it will be great for the stock and the company but curious how it will be for the rest of the country. I think it will raise the cost of products.

I ask the Surface Transportation Board to consider these views in reviewing the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Roseville yard

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago and suburbs

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Tony Harris

Location: Terre Haute Indiana, CE&D sub, CSX

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Dan Corvaia

Location: Ft. Madison iowa

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Andrew Russell

Location: Chicago terminal

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

David Hamblen

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: All of Ohio

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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Even over community safty

Please, do not sell our vital infrastructure to corporations purely seeking profits.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jeff Williams

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jason Caponera

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Bucky Miller

Please deny Union Pacific's application and protect the workers and local communities that actually keep this country moving.

I offer the following as my own account, beliefs and concerns:

Dear Members of the Surface Transportation Board,
I am writing as a Maintenance of Way worker to urge you to reject the proposed merger between Union Pacific and Norfolk Southern.
Honestly, this merger worries me a lot. As someone who works out on the tracks every day to keep them safe and running, I see firsthand what happens when railroads prioritize corporate consolidation over operations. Beyond the broader community headaches—like longer trains, slower emergency response times, blocked crossings, and higher prices at the store—this deal could hit me and the people I work with directly where it hurts. There is a very real chance it could cost me my job, and many of my coworkers could lose theirs too.
On top of the layoffs, a massive merger like this usually means the big carriers will start selling off short branch lines just to cut costs or streamline their networks. When that happens, track maintenance gets stretched even thinner, local communities get left behind, and the major routes get dangerously congested with heavier, longer trains.
We keep hearing promises from the executives at the top, but the reality on the ground looks completely different. Consolidation like this mostly just means cutbacks, deferred maintenance, and regular workers getting squeezed so Wall Street can post a better quarter. I live and work around this infrastructure, and I don't see how combining these two massive carriers benefits the crews maintaining the rails or the neighbors living alongside them.
We already deal with the risks of heavy freight traffic and the fallout from past derailments.
Sincerely,
Bucky Miller

Please deny Union Pacific's application and protect the workers and local communities that actually keep this country moving.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

For these reasons, I respectfully urge the Surface Transportation Board to deny the proposed merger.

I offer the following as my own account, beliefs and concerns:

Dear Members of the Surface Transportation Board: As a longtime Union Pacific employee, I respectfully oppose the proposed merger between Union Pacific and Norfolk Southern. My opposition is not to progress or efficiency, but to serious concerns about Union Pacific's current management practices, safety culture, and accountability. Over the years, I have witnessed decisions that place increasing demands on employees while reducing the resources necessary to perform our jobs safely and effectively. The elimination of relief maintainers, expansion of territories, increased administrative responsibilities, and pressure to minimize overtime have created an environment where operational efficiency often appears to take precedence over safety and proper maintenance. A recent example is Union Pacific's weekend availability policy, which requires employees to maintain a 33% availability threshold to retain take-home vehicle privileges. Its calculation can disadvantage employees who respond to emergencies and subsequently require federally mandated Hours of Service rest. This raises serious questions about whether the company is unintentionally penalizing employees for complying with federal safety requirements. I am equally concerned about the possibility of replacing experienced union employees with contractors. Statements made by senior leadership, combined with workforce reductions and increasingly restrictive policies, have contributed to growing uncertainty about the company's commitment to its employees and their collective bargaining protections. These concerns are compounded by CEO Jim Vena's public remarks suggesting increased rates for customers opposing the merger. Regardless of whether those remarks were intended as humor, they raise legitimate questions about leadership judgment, customer relationships, and accountability. Employees are held to strict ethical and professional standards, and company executives should be held to standards no less demanding. My concern is simple: If these management practices are already creating problems within Union Pacific, what happens when that same management structure assumes responsibility for a significantly larger railroad? Before approving a merger of this magnitude, I believe the Board must carefully examine Union Pacific's existing safety culture, workforce practices, management accountability, and treatment of both employees and customers. A merger should benefit the railroad industry, its workforce, its customers, and the public—not simply expand the reach of questionable management practices.

For these reasons, I respectfully urge the Surface Transportation Board to deny the proposed merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers.

I am an operations manager for Norfolk Southern railroad. I came up through the craft and still pay union dues in case I lose my management position.

Head management is already pushing us operation managers to find reasons to fire employees in the guise of safety. "We need to weed out some jobs before the merger" we were told.

In addition, several ops managers will be losing our jobs once the takeover happens.

I worry that our service will not be what it needs to be due to the cuts as we are already short handed. Their are days were we work up to 20 hour days with no rest.

In all, not only do I not think this is a good move, I believe their needs to be some oversight into the way NS employees are treated.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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UPs corporate executives are disconnected from the real world aspects and realities of the RailRoad. The UP has cut a maintenance position on a bridge that's over 100 years old. In the past that position has held 2 sometimes even 3 maintenance workers for the last 3 plus decades. A new manager cut the position and then got fired and the bridge is stuck with her poor decision. The higher ups just see money being saved but they are missing and don't care about the maintenance that needs done and is constantly falling behind schedule because there's now only one person doing it. They also don't see the massive safety risk they create by playing a solo worker on a bridge over water and expecting him to perform his duties plus the duties of the position they cut without a coworker next to him to rescue him if he falls. The UP has lost touch with its workers.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Michelle Quante

Location: Entire US , Chicago , MED , MIL, Rock Island

I ask the Board to hold the applicants accountable and deny the merger if they cannot meet the public-interest standard with hard proof.

I offer the following as my own account, beliefs and concerns:

I oppose the proposed merger as presented. I'm a U.S. Marine Corps veteran, a Lead Signalman with 10 years at Metra in Chicago, and the first woman elected Second Vice President of BRS Local 183. I've spent over a decade in the signal craft, including time in Norfolk Southern's signal training program before building my career in Chicago commuter rail. I submit this comment for myself, not my union. Under 49 U.S.C. § 11324 and 49 C.F.R. Part 1180, UP and NS bear the burden of proving this transaction serves the public convenience and necessity without downstream operational harm. They haven't met that burden. I'm not against railroads making money. I'm against asking working people and communities to shoulder safety risks while executives sell the financial upside as a sure thing. Truck drivers are working people, too. We need both working safely. The applicants' amended operating plan proposes running longer legacy NS trains to cut crew starts and costs (Vol. 2, p. 2-801, paras. 420–421).

Longer trains don't automatically block crossings longer while moving. But when a 12,000- or 15,000-foot train stops across multiple streets, tell that to the parent waiting for a school bus or the family waiting for an ambulance. Metra isn't part of this merger, and I'm not claiming every Metra line will be affected. But Chicago is the nation's most complex freight and passenger rail chokepoint. Show which Chicago routes will see increased traffic or train length, what happens at shared interlockings and crossings, and whether emergency access, siding capacity, commuter schedules, and maintenance windows can absorb the plan without cascading delays. The applicants project efficiencies eliminating 1,156 craft positions by Year 3, while forecasting a net gain of 1,229 craft jobs from future growth (Federal Register, May 29, 2026). Those aren't 1,156 immediate layoffs. But what if projected growth doesn't show up? Do maintenance positions vanish through attrition? Does one signalman inherit an oversized territory?

Who covers simultaneous failures during a Chicago snowstorm? You can't replace 30 years of troubleshooting knowledge overnight. Show proposed signal staffing by location and shift, territory boundaries, response coverage, training pipelines, and how vacancies will be filled before territories break. The FRA adopted a two-person train crew rule in 2024, which a federal appeals court upheld in August 2026 after UP challenged it. Show how the plan protects qualified crews and complies with federal crew-size rules. Fewer train starts and fewer people on a train aren't the same thing. Don't blur them. Technology—from PTC to wayside detectors—should back up trained workers, not replace judgment or excuse thinner staffing. Who validates safety-critical changes, and who answers when they fail? Then there's UP CEO Jim Vena talking on video about raising rates on merger opponents to "teach them a lesson." Calling it a joke doesn't erase the mindset at the top, which already prompted Board scrutiny, including its November 4, 2026 order.

How will shippers, short lines, or workers speak freely if competition shrinks? Impose binding protective conditions behind every promise: * Route-specific safety and community audits, including Chicago interlocking, crossing blockage, and commuter modeling. * Craft staffing and training baselines barring territory expansion or attrition cuts unless safety and response metrics are met. * Anti-retaliation rules and on-time passenger rail protections. * Public reporting, independent monitoring, and enforceable remedies across a full 5-year oversight period. If a signalman must prove the work is safe before restoring service, UP and NS must prove this merger serves the public interest before approval. If they cannot meet that standard with hard proof, deny the merger.

Hold the applicants accountable.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Garrick Cline

Location: Chicago passenger rail

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. The Union Pacofic CEO, Jim Vena, already threatened current shippers with a rate increase if they oppose this merger. This type of action just enforces the idea that rate increases will happen after this is allowed to go through. Because this is NOT a merger. This is a buyout disguised as a merger. This new railroad will still be called the UP. We need to stop allowing co.panies to skate the monopoly laws by claiming "vertical" integration. In no industry, does this help the consumer. One need only look to the vertical integration of CVS to see how much savings the consumer experiences in Healthcare. These companies only care about share prices and making more millions and billions, they do not care about customers, consumers, nor employees.

I work for the Union Pacific (maybe not after this comment though...) They lead their employees by fear. Employees are constantly in fear of losing their jobs, and the "jobs for life" claim has a specific word that says it all "if." IF you have a job at the time if the merger... my prediction is thousands of employees from both railroads will suddenly be fired for safety violations prior to the merger. This "merger" is bad for communities, bad for customers, bad for employees, and bad for end consumers... it will be great for the top executive branch and share holders though... and since money is all this Country cares about anymore... I'm sure it will happen.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

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Location: St. Louis hub

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Proposed Union Pacific–Norfolk Southern Merger.

Andrew Woloszyn

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Proposed Union Pacific–Norfolk Southern Merger.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Eric Basir

Location: Chicago south

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Proposed Union Pacific–Norfolk Southern Merger.

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Location: Detroit, Toledo

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Keith Newell

Location: Toledo to Chicago

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Location: Roanoke, VA

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Stephanie O'Shaughnessey

Location: Great Lake and Midwest Divisions

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. Furthermore, the UP CEO has already showed his cards. Rates will be increased, which will be passed on the the customer and then consumers. Neither NS or UP are struggling in any way and have continuously boated of records profits. Those fuel surcharges they impose pay for the big wigs' bonuses.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Amanda Brofford

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Union

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Israel Avalos

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I urge the Surface Transportation Board to reject this merger.

I offer the following as my own account, beliefs and concerns:

I strongly oppose the proposed merger between Union Pacific and Norfolk Southern Railway.

As a longtime Norfolk Southern signal maintainer, I have serious concerns about the effects this merger could have on public safety, railroad employees, and the communities that depend on safe railroad operations.

My greatest concern is that the merger will lead to manpower reductions as the companies attempt to eliminate positions and increase profits. Fewer employees covering larger territories means increased workloads, longer response times, greater fatigue, and less time for preventive maintenance.

I know firsthand how important proper maintenance of railroad signal systems and highway-rail grade crossing warning equipment is to public safety. There is a significant difference between meeting minimum FRA inspection requirements and having sufficient manpower to properly maintain these systems. Cutting manpower to improve financial performance could eventually compromise safety.

I am also concerned that the combined railroad will focus its resources on major transcontinental freight corridors while smaller branch lines and rural communities, particularly here in southern West Virginia, receive less attention and investment. Necessary repairs and infrastructure upgrades could be delayed because these lines generate less revenue.

The potential closure of maintenance facilities, loss of experienced employees, and consolidation of operations could further weaken the railroad's ability to respond to emergencies and maintain safe operations.

Additionally, reduced competition could leave shippers with fewer choices and higher transportation costs, ultimately affecting businesses and consumers.

I am not opposed to progress or efficiency, but bigger does not automatically mean better or safer. I fear that the pressure to deliver promised financial savings will come at the expense of employees, infrastructure, and public safety.

Public safety should never be sacrificed for corporate profits.

I urge the Surface Transportation Board to reject this merger.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Omari Midgette

Location: US

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. I am against this merger yes I am. I don’t want to see Norfolk Southern to be taken over at all. Listen do the right thing to block it?

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Lusher

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Norfolk Southern Detroit Toledo and Huntington

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: US

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Stephen Jarman

Location: CJ line Cincinnati to Columbus Ohio

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.
As an 18 year railroad employee I see first hand daily the reduction in maintenance of way employees and the number of employees across all departments. On the line I work, the work load has increased and the hours extended. A real concern is trains blocking crossings as they get longer and longer. This problem has already created multiple problems in Cincinnati and the surrounding rail lines.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Jonathan Rosen

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
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- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: US

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gregory Lamar

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: NS current Heartland Corridor. Particularly thru Southern Ohio to Central Virginia.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Omari Midgette

Location: US

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street. I am against this merger. We do not want Norfolk southern to merge with Union Pacific at all. It’s a bad deal for an America yes it is. I am Omari midgette. We need you to block this merger yes we do. I don’t want to see a mega merger at all. None please block this merger yes please please block this merger. I am serious about it. We need you do the right thing block this takeover save Norfolk southern.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Myles Spear

Location: Northeast Ohio

It is my strongest recommendation that the members of the Surface Transportation Board deny Union Pacific's request to purchase Norfolk Southern for this reason.

I offer the following as my own account, beliefs and concerns:

My name is Myles Spear and I am writing to comment on the proposed merger between Union Pacific and Norfolk Southern. After studying the facts carefully, I believe that the proposed merger should be denied for the following reasons. First, I believe that the merger would allow Union Pacific (UP) to monopolize a majority of the rail industry. When observing the proposed UP-NS system map, it clearly shows that Union Pacific will have access to 43 of the 48 contiguous states. In an industry that is already heavily influenced by six class one railroads, I fear that UP will have a majority control over the rail industry in this country. This is further compounded by the fact that the other class one railroads only hold a combined 40% control over the rail industry. Besides this issue, I also believe that the majority control by UP would allow them to have an unfair advantage in controlling shipping rates for customers.

With no similarly sized competitor to combat UP-NS, this would give UP the power to set shipping rates that favored executives and shareholders while harming their customers. At the Southwest Association of Rail Shippers conference in March of this year, UP CEO Jim Vena threatened to raise the shipping rates of customers who opposed the merger. Finally, I believe that UP's monopolization of the rail industry would economically bind other railroads from competing effectively. Notably, Norfolk Southern's (NS) competitor CSX is the only other Class 1 railroad in the region. By allowing the merger to go through, CSX would be put into a situation where they would be unable to offer competitive services to potential customers which would lead to a loss in customers and possible bankruptcy. Second, I believe that the merger would lead to a massive loss in railroad jobs and business. Current estimates believe that the proposed merger would lead to the loss of around 3,000 jobs.

Considering that the rail industry is already facing a shortage of labor, this merger would only worsen the issue and lead to increased shipping time, decreased efficiency, and an overwhelmed workforce. Outside of job loss, the proposed merger could also turn customers away from rail shipping and turn to alternative shipping options. For example, the UP and Chicago and Northwestern Railroad merger of 1995 led to a 3% loss in shipping by rail and a shift towards shipment by truck. Finally, I believe that the proposed UP-NS merger would create a significantly negative impact on the American people. As mentioned before, UP would set shipping rates that would harm their customers and subsequently the consumer. By charging their customers more to ship over UP-NS, this would cause an increase in the price of the customer's products leading to the consumer having to pay more for said products. Besides this issue, both UP and NS hold a concerning safety record that poses a severe risk to the safety of the general public.

In the past month alone, UP has had 3 major derailments across its system that resulted in multiple freight cars derailing and millions of dollars in damages. NS also has its share of safety concerns with such examples as the East Palestine derailment in 2023 and a derailment in Altoona, Pennsylvania on October 23rd of which both accidents involved hazardous materials. With their price gouging plan and concerning safety record, I believe the combined UP-NS merger would only pose a greater risk to the livelihood and safety of the American public.

It is my strongest recommendation that the members of the Surface Transportation Board deny Union Pacific's request to purchase Norfolk Southern for this reason.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

TRISHA Nolan

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
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- Delayed emergency response times
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- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Memphis subdivision, Bald Knob, Hoxie sub, North Little Rock service unit

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

Union Pacific can not keep up with the railroad it already owns. The Hoxie and Memphis subdivisions are operating on 1940s equipment without enough man power to keep it safely operating. The work group that I work in has documented defective equipment at 33% of its locations with no plans or budget to fix it. Most of our backup systems no longer work so when there is a problem it causes immediate service interruption. My work group has had three job positions cut with the work load being distributed to the remaining people. I have worked for Union Pacific for 16 years and the infrastructure is in the worst shape today then any other years. The towns are constantly being blocked by trains due to long trains not having anywhere to make meets. The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
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- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Elizabeth Staton

Location: Tucson

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kevin martell

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Braden Dowler

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.
It is imperative that monopolies and mergers be crushed by what authority the government can offer, so that the common man can prosper and the competition that keeps wages higher can continue.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Cormac Henderson

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Evan Tarver

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Randall Gunter

Location: Kansas City

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Ryan Harner

Location: Detroit

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Paul Engel

Location: US

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

John Plummer

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: US

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

Mergers have hurt when up took the sp over. Mergers need to stop. Thatz why I oppose this mergers it seems every railroad want to merge and discontinue lines they had for years. Up is greedy. Railroads need to separate from other railways like up needs to give sp back BN and. Atsf need to unmerge. It's hurting people

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Youngstown ohio

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Zone 8 chicago

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: UPPR community in Pocatello, Idaho.

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Heartland Corridor

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Maggie Nurrenbern

I ask the Board to examine the transaction's effects on competition, service, employment, and communities in my district and across Missouri, and to deny the application.

I offer the following as my own account, beliefs and concerns:

November 16, 2026
Comments of Missouri State Senator Nurrenbern in Opposition to the Proposed Union Pacific and Norfolk Southern Merger
Surface Transportation Board
Docket No. FD 36873

I ask the Board to reject Union Pacific's proposed acquisition of Norfolk Southern.

Missouri's economy depends on freight rail service that is competitive, reliable, and fairly priced. This $85 billion transaction would be the largest railroad merger in U.S. history and give Union Pacific control of an estimated 40 to 50 percent of the nation's freight rail market, a de facto monopoly over much of the national rail network. The applicants may expect benefits from operating a combined system, but the Board must decide whether the transaction serves the public and preserves meaningful competition for the shippers, workers, and communities that rely on it.

The merger matters to the people who keep the railroad running. Union Pacific has promised union workers at both railroads "Jobs For Life," but that promise is for a job somewhere on the combined railroad, not a job in Missouri. If the company moves or eliminates a Missouri position, the worker would have to relocate, possibly out of state, to keep a job. A worker who cannot move would lose the protection. The Board should require the applicants to say how many Missouri jobs they would move or eliminate and how many Missouri workers would have to relocate to keep their jobs.

The people I represent should not bear the risks of greater concentration in the rail industry for benefits that have not been shown to reach them.

Sincerely,

Senator Maggie Nurrenbern
Senate District 17

I ask the Board to examine the transaction's effects on competition, service, employment, and communities in my district and across Missouri, and to deny the application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Kenneth Hedtkamp

Location: St. Louis

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Robert Lusher

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

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I urge the STB to take these iss

I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

Location: Chicago Line

I respectfully ask the Surface Transportation Board to carefully examine the long-term consequences of this transaction, particularly its effects on employment, railroad safety, competition, service reliability, and local communities.

I offer the following as my own account, beliefs and concerns:

I am writing to express my strong opposition to the proposed merger between Union Pacific Railroad and Norfolk Southern Railway. As someone whose livelihood depends on the railroad industry, I am deeply concerned about what this merger could mean for my employment, my future, and the financial security of my family. We work demanding schedules, spend time away from our families, and take on significant responsibilities to keep America's freight transportation system operating. I am concerned that this merger is being driven more by corporate greed, shareholder returns, and executive financial interests than by what is best for railroad employees, customers, and the American public. When Union Pacific acquired Southern Pacific in the 1990s, the merger plan called for eliminating approximately 5,200 duplicate positions and relocating approximately 4,700 positions. Thousands of employees were subsequently severed or relocated during the integration process.

I do not believe employees should simply be expected to trust that this merger will be different. I am also concerned about job eliminations, forced relocations, changes in seniority, consolidation of facilities, and the possibility that positions could be eliminated under the promise of improved efficiency. The companies' own projections identify 1,138 workforce reductions and 546 employee transfers over the first three years. Even if the companies project additional jobs, that does not guarantee that existing employees will retain their positions, locations, schedules, or quality of life. A job hundreds of miles away is not necessarily a reasonable replacement for the job someone has spent years building a career around. I am particularly concerned about the effects on northwest Ohio and the communities that depend on a strong railroad industry. Changes to railroad operations could affect local employment, railroad facilities, customers, suppliers, and the economic stability of communities throughout the region.

I urge the Board to demand enforceable protections that go beyond corporate promises. * No involuntary layoffs resulting from merger-related consolidation. * Protection of existing seniority rights and collective bargaining agreements. * Protection against forced relocation and loss of established work locations. * Protection of railroad facilities and jobs in smaller communities. * Full transparency regarding positions eliminated, transferred, and consolidated. * Long-term monitoring to ensure that promised employee protections are actually honored. Railroad employees should not have to sacrifice their livelihoods so that two corporations can become larger and potentially more profitable. My position is that this merger should not be approved. The potential risks to railroad employees, their families, competition, and the communities that depend on rail transportation are too significant to overlook.

Please consider the people who make the railroad industry work every day, not just the financial interests of the corporations proposing this transaction. #1Union Pacific's 1998 official STB annual report — documents the planned elimination of 5,200 positions and relocation of 4,700 positions in the Southern Pacific integration. #2. Federal Trade Commission retrospective study of the UP–Southern Pacific merger — examines the employment and efficiency effects of that merger. #3. STB's July 2026 employee-impact disclosure decision — explains why the Board required employee impact information to be made public.

Please consider the people who make the railroad industry work every day, not just the financial interests of the corporations proposing this transaction.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Gina McBride

I am writing to ask the Surface Transportation Board to deny the proposed merger of Union Pacific and Norfolk Southern.

I offer the following as my own account, beliefs and concerns:

The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

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We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

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Shelby Stone

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Benny Cardone

Location: US

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Karen Stauffet

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David Taylor

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Proposed Union Pacific–Norfolk Southern Merger.

Joel Zaspel

Location: Seattle Subdivision

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Proposed Union Pacific–Norfolk Southern Merger.

Brian Hall

Location: USA

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James Thornton

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Victor Chavez

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Proposed Union Pacific–Norfolk Southern Merger.

Randall Randall

Location: Spring Texas

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The proposed rail merger will likely result in longer trains, traffic delays, blocked crossings, and increased cost to consumers. I urge you to take immediate action to oppose the merger, which is essential for our neighborhoods for future generations. Over 100 million Americans, live in a place that could be or has already been impacted by a train derailment. Union Pacific and Norfolk Southern respectively are the two most unsafe freight railroads in the United States. The people enduring bad outcomes from this proposed railroad merger won't be the people receiving a benefit.

Specifically for people who live near the rail infrastructure, community impacts in include:

- Increased costs for consumers
- Longer trains
- Blocked crossings
- Delayed emergency response times
- More truck traffic around intermodal facilities
- Reduced neighborhood connectivity

We don't need additional corporate consolidation in the rail industry that will cost hard-working Americans by raising everyday prices while enriching UP's corporate executives and Wall Street.

I urge the STB to take these issues into account when considering UP's application for its proposed merger and recognize that this merger won't benefit myself or my community by denying UP's application.

PUBLIC COMMENT TO THE SURFACE TRANSPORTATION BOARD

Proposed Union Pacific–Norfolk Southern Merger.

Name withheld at participant's request

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Government Efficiency
Transportation

MISSOURI HOUSE OF REPRESENTATIVES
Steve Jordan
State Representative
District 151

November 10, 2026

Comments of Missouri State Representative Steve Jordan in Opposition to the Proposed Union Pacific and Norfolk Southern Merger
Surface Transportation Board
Docket No. FD 36873

I represent Missouri House District 151, which includes Bollinger, Stoddard and Cape Girardeau Counties. I submit these comments on behalf of my constituents to oppose Union Pacific's proposed acquisition of Norfolk Southern, and I ask the Board to reject the application.

Missouri's economy depends on freight rail service that is competitive, reliable, and fairly priced. This $85 billion transaction would be the largest railroad merger in U.S. history. It would give Union Pacific control of an estimated 40 to 50 percent of the nation's freight rail market, a de facto monopoly over much of the national rail network. The applicants may expect benefits from operating a combined system, but the Board must decide whether the transaction serves the public and preserves meaningful competition for the shippers, workers, and communities that rely on it.

Employers across my district depend on rail service, including **Busy B Lumber Company Inc.**, located in Dexter, Missouri and they ship items such as lumber, building materials, and landscaping supplies. Also, Nestlé Purina in Dexter, Missouri ships items such as Tidy Cats cat litter and pet food. Rail customers are already paying more. According to the Rail Customer Coalition, freight rail rates have risen more than 40 percent over the past 20 years, after adjusting for inflation. The concern is that Union Pacific will pay for this merger by raising rates on customers that have few alternatives. Those costs would not stop with shippers; they would flow down to everyday Americans as higher prices. The Board should examine whether businesses in my district would keep practical alternatives after the merger, rather than accept routes that are available only on paper.

The merger also matters to the people who keep the railroad running. Union Pacific has promised union workers at both railroads "Jobs For Life," but that promise is for a job somewhere on the combined railroad, not a job in Missouri. If the company moves or eliminates a Missouri position, the worker would have to relocate, possibly out of state, to keep a job. A worker who cannot move would lose the protection. The Board should require the applicants to say how many Missouri jobs they would move or eliminate and how many Missouri workers would have to relocate to keep their jobs.

Communities in my district also live with rail operations every day, including the Dexter Junction corridor. In Dexter, four separate Union Pacific Railroad subdivisions converge—the Chester, Hoxie, Jonesboro, and Sikeston lines—funneling up to **50 freight trains a day** directly through the heart of the community. Because of this immense traffic density, residents and local drivers frequently face distinct, frustrating disruptions. If the

merger would change train traffic or operations there, the Board should evaluate the effects on emergency response, school routes, and local roads, and should distinguish those changes from existing conditions.

The people I represent should not bear the risks of greater concentration in the rail industry for benefits that have not been shown to reach them. I ask the Board to examine the transaction's effects on competition, service, employment, and communities in my district and across Missouri, and to deny the application.

Kindest regards,



Steve Jordan
State Representative, 151st District