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The Honorable Cynthia T. Brown
Chief, Section of Administration, Office of Proceedings
Surface Transportation Board
395 E Street S.W.
Washington, DC 20423

Re: Finance Docket No. 36500, *Canadian Pacific Ry. – Control – Kansas City Southern*

Dear Ms. Brown:

Enclosed filing in the above-referenced proceeding (and all sub-dockets) is Applicants'¹ Amended Operating Plan (Exhibit 13), which is being submitted in response to the Board's Decision No. 17. Decision No. 17 called upon Applicants to "amend their Operating Plan to include (1) an explicit identification of the baseline traffic density values used in the Operating Plan calculations and to be used in the environmental review; (2) a comprehensive explanation of how those values were generated; and (3) a comprehensive explanation of the rationale underlying those methodological choices." Decision No. 17 at 6. The Board also required Applicants to "support data claims in the Operating Plan with specific citations to relevant portions of any supporting workpapers . . . include the supplemental information from their March 21, 2022 response . . . [and] revise as necessary and resubmit all workpapers associated with their Operating Plan." *Id.* The Amended Application addresses each of those requests.

Accompanying the Amended Operating Plan is an updated set of Appendices as well as an updated set of density maps and tables in an Amended Exhibit 14, both of which were revised consistent with Decision No. 17, and the revisions to these documents are discussed in the

¹ Applicants are Canadian Pacific Railway Limited, Canadian Pacific Railway Company, and their U.S. rail carrier subsidiaries Soo Line Railroad Company, Central Maine & Quebec Railway US Inc., Dakota, Minnesota & Eastern Railroad Corporation, and Delaware and Hudson Railway Company, Inc. (collectively "CP" or "Canadian Pacific Applicants") and Kansas City Southern and its U.S. rail carrier subsidiaries The Kansas City Southern Railway Company, Gateway Eastern Railway Company, and The Texas Mexican Railway Company (collectively "KCS" or "Kansas City Southern Applicants").

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Amended Operating Plan.

As Decision No. 17 anticipated, Applicants' work in preparing the Amended Operating Plan resulted in certain changes to the data reported in the Plan and associated Appendices (and in Parts B and C of Exhibit 14), as well as a few additional corrections to errors in the October 2021 version of the Operating Plan. All of those changes are noted and explained in the Amended Operating Plan and Appendix T to the Plan. Those changes did not, however, affect Applicants' calculations of Transaction-related traffic changes or related estimates of Transaction-related benefits or implementation costs.

Applicants will simultaneously be supplying the Board (via File Transfer Protocol) with a comprehensive set of workpapers that support the Amended Operating Plan. As requested in Decision No. 17, citations to data in the Amended Operating Plan include references to the pertinent workpaper(s). Public workpapers will be made available to interested parties upon request. Confidential (and Highly Confidential) will be made available to those parties who have executed appropriate confidentiality undertakings pursuant to the Protective Order.

Decision No. 17 modified the procedural schedule to set new dates based on the date of Applicants' submission of the Amended Operating Plan and related workpapers. For the Board's convenience, Applicants have calculated those dates (to run from today, May 13), as set forth below.

Amended comments and responsive applications (+20 days)	Thursday, June 2, 2022
Responses to comments, responses to responsive applications, and rebuttal in support of the Application (+ 60 days)	Tuesday, July 12, 2022
Rebuttals in support of responsive applications (+90 days)	Thursday, Aug. 11, 2022
Final briefs (+130 days)	Tuesday, Sept. 20, 2022

Please do not hesitate to contact me with any questions.

Respectfully submitted,



David L. Meyer

*Attorney for Canadian Pacific Railway
Limited*

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Attachments

cc: William A. Mullins, Esq.
All Parties of Record

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36500

CANADIAN PACIFIC RAILWAY LIMITED, *ET AL.* – CONTROL – KANSAS CITY SOUTHERN, *ET AL.*

AMENDED OPERATING PLAN
(EXHIBIT 13)

VERIFIED BY RAYMOND A. ELPHICK AND JOHN F. ORR

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LABOR IMPACT EXHIBIT¹

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EXHIBIT 2:	UP/SP, FINANCE DOCKET NO. 32760, APPLICATION VOL. 3 (UP/SP-24), OPERATING PLAN (EXHIBIT 13) (FILED NOV. 30, 1995) (EXCERPTS)

¹ Reflects errata communicated to the Board on November 5, 2021, in CP-30/KCS-18.

EXHIBIT 3: *BN/SANTA FE*, FINANCE DOCKET NO. 32549, APPLICATION VOL. II
(BN/SF-8), OPERATING PLAN (EXHIBIT 13) (FILED OCT. 1994)
(EXCERPTS)

EXHIBIT 13
OPERATING PLAN

1. INTRODUCTION

1.1. WITNESS QUALIFICATIONS

1. This Amended Operating Plan is sponsored and verified by Raymond A. Elphick and John F. Orr. We developed the Amended Operating Plan with the assistance of numerous CP and KCS personnel with specialized knowledge and experience of CP and KCS operations (which we refer to collectively as the “Operating Plan Team”).

2. My name is Raymond A. Elphick. I am the Assistant Vice President Service and Product Design for Canadian Pacific Railway Company (“CP”). My business address is Building 1, 7550 Ogden Dale Road, Calgary, AB, Canada, T2C 4X9. I have been employed by CP since April of 1992.

3. My rail experience began in 1989, when I was hired by Canadian National Railway (“CN”) as a brakeman/trainman in Toronto, Ontario. In 1992, I was hired by CP in Engineering Services. I held several different planning roles in Engineering. I was promoted to Service Design in 2005, where I have now spent 16 years in various roles with increasing accountability.

4. I am responsible for, among other things, the service design, network capacity capital, and interline agreements at CP. One of my key responsibilities at CP is reviewing new business opportunities with CP’s commercial team and designing transportation services that meet the needs of those customers consistent with CP’s network and operating capabilities. In doing so, I am deeply engaged in the products CP offers and the strategic requirements to build a network with both the capacity to deliver those products efficiently and with the service and

competitive capability our customers require. I am well qualified to evaluate the potential of a combined CP/KCS Service Design.

5. My name is John F. Orr. I am Kansas City Southern's Executive Vice President – Operations. Prior to joining KCS, I served for 34 years (until 2019) in operating leadership positions as Canadian National Railway, culminating in my service as CN's Senior Vice President and Chief Transportation Officer. I have also been an executive consultant for a variety of entities in railroad and other transportation fields.

6. I hold a bachelor of arts in environmental studies from University of Waterloo and have completed business coursework and professional development in leadership at Harvard University, University of Waterloo, University of Guelph, University of Western Ontario, and the Niagara Leadership Institute.

1.2. PURPOSE AND SCOPE

7. Exhibit 13 constitutes the Operating Plan for the railroad system that will result from the consolidation of CP and the Kansas City Southern ("KCS") including the Kansas City Southern de Mexico ("KCSM"). The combined system of railroad operations will be referred to in this exhibit as the "CP/KCS."

8. This Operating Plan explains how the separate operations of CP and KCS will be integrated into a single consolidated CP/KCS network (spanning the United States, Canada, and Mexico) characterized by fully unified operations within three years of Board approval of the Application and the resulting exercise of CP control of KCS.

9. Because the CP/KCS combination is a true end-to-end merger, the principal routes relied upon by CP and KCS independently today will play similar roles once the Transaction is completed. Therefore, this Operating Plan focuses on changes to operations based on (1) traffic diversions (both from other railroads and trucks) that are attributable to the

advantages of extended single-line service; (2) operating efficiencies arising from a larger network that is able to implement the best practices of both railroads; (3) market development opportunities that are made possible by the merger; and (4) streamlining of operations at numerous locations across the CP/KCS network, especially in Kansas City, MO; Nuevo Laredo, TA area yards and Vanegas, SL.²

10. The overall objective of this Operating Plan is to describe the Applicants' plan for integrating CP and KCS operating functions, personnel and planning in an effort to provide the best possible service to the shipping public at competitive prices. The Operating Plan describes how this integration will take place and the corresponding effects on customers, service, traffic density, terminal switching, labor forces, and equipment utilization. The Operating Plan therefore provides the following information:

- Changes in train service and yard activities that will optimize operations for a fully integrated CP/KCS network;
- Adjustments to the Operating Plan during the three-year period over which the transition will be fully implemented, including anticipated shifts and increases in traffic to take advantage of the efficiencies and service opportunities achieved through the combination;
- Identification of the investments necessary to accommodate increased train lengths and/or traffic volumes on certain segments while allowing simultaneous service improvements; and
- Analyses that demonstrate that existing (or anticipated) Amtrak and commuter passenger service will not be adversely affected by either the Operating Plan itself, or the additional freight traffic that the combined CP/KCS is expected to attract.

1.3. OVERVIEW

11. The Operating Plan is presented in two stages. The first summarizes the transition from the Base Plan, which reflects the pre-Transaction operations of CP and KCS as independent

² Standard abbreviations are used for Mexican states: TA = Tamaulipas, SL = San Luis Potosí.

companies, to the Optimized Plan, which reflects the integration and optimization of the operations of CP and KCS as a single, integrated network, but without the additional traffic that CPKC's new capabilities are likely to attract. The second stage summarizes the transition from the Optimized Plan to the Growth Plan, which reflects the anticipated traffic levels that the full integration of the CP/KCS network – which will be complete within three years of the Control Date – will handle.

12. As demonstrated in the sections that follow, the combined CP/KCS network will generate significant operating efficiencies and amply accommodate significant traffic growth through improved operating practices and substantial investment in capacity. CPKC will provide a much improved competitive alternative in North-South corridors relative to the CP-KCS interline options that exist today.

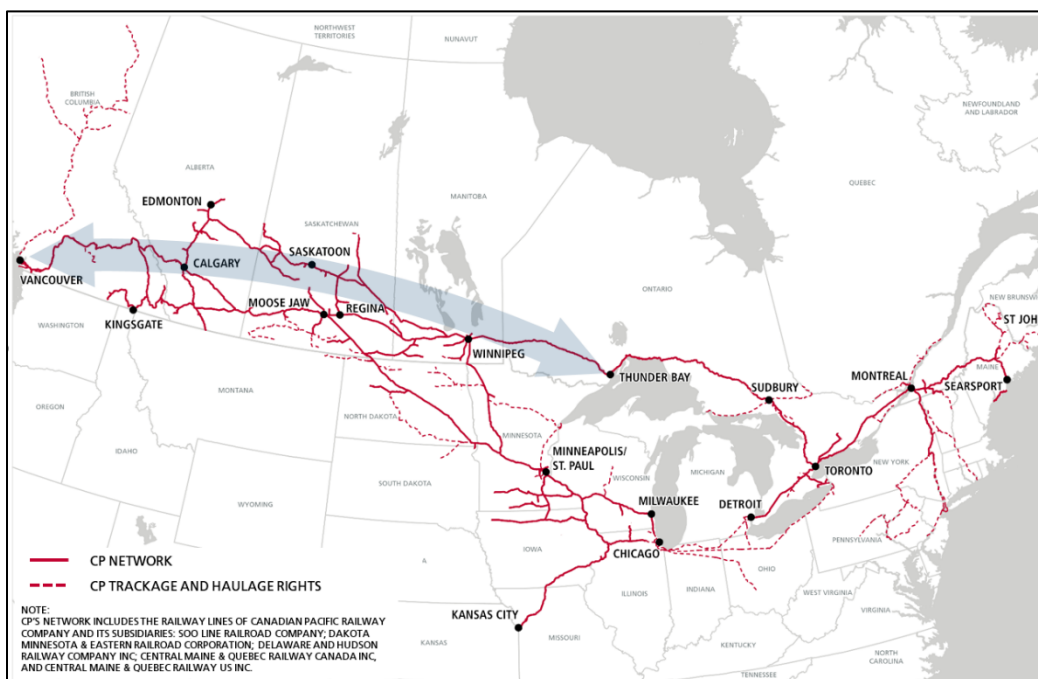
2. DESCRIPTION OF EXISTING NETWORKS

2.1. PRINCIPAL ROUTES – CP

13. CP's network in Canada extends from the Port of Vancouver on Canada's Pacific Coast to the Port of Montreal and eastern Quebec up into the Port of Saint John, NB via haulage, and to the U.S. industrial centers of Chicago, Detroit, Buffalo, NY; Albany, NY; Kansas City; and Minneapolis.

2.1.1. The Western Corridor: Vancouver to Thunder Bay

FIGURE 1
CP NETWORK OVERVIEW – WESTERN CORRIDOR



14. As shown in Figure 1 above, the Western Corridor links Vancouver with Thunder Bay, ON, Canada's primary Great Lakes bulk terminal. Thunder Bay is also the Western Canadian terminus of CP's Eastern Corridor. With service through Calgary, the Western Corridor is an important part of CP's routes between Vancouver and the U.S. Midwest, and between Vancouver and Eastern Canada.

Products

15. The Western Corridor is CP's primary route for bulk and resource products traffic from Western Canada to the Port of Vancouver for export. CP also handles significant volumes of intermodal containers and general merchandise traffic.

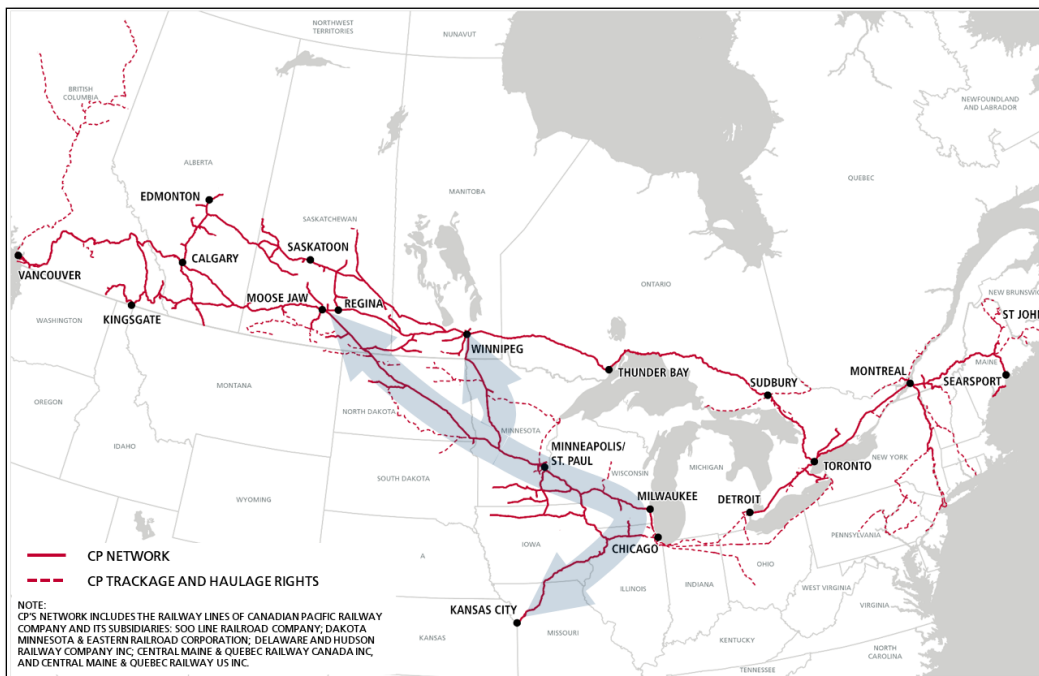
Western Corridor Feeder Lines

16. The Western Corridor includes the following feeder lines:

- The “Coal Route,” which links southeastern British Columbia coal deposits to the Western Corridor and to coal terminals at the Port of Vancouver;
- The “Edmonton-Calgary Route,” which provides rail access to Alberta’s Industrial Heartland (north of Edmonton, Alberta) in addition to the petrochemical facilities in central Alberta;
- The “Pacific-CanAm Route,” which crosses the Crowsnest Pass in Alberta and connects Calgary and Medicine Hat in Alberta with the U.S. Pacific Northwest via the Eastport, ID/Kingsgate, BC gateway; and
- The “North Main Line Route,” provides rail service to customers between Portage la Prairie, MB, and Wetaskiwin, AB, including intermediate stations at Yorkton and Saskatoon in Saskatchewan. This line is an important collector of Canadian grain and fertilizer, serving the potash mines located east and west of Saskatoon and many high-throughput grain elevators and processing facilities. In addition, this line provides direct access to refining and upgrading facilities at Lloydminster, AB, and western Canada’s largest pipeline terminal at Hardisty, AB.

2.1.2. The Central Corridor: Moose Jaw and Winnipeg to Chicago and Kansas City

FIGURE 2
CP NETWORK OVERVIEW – CENTRAL CORRIDOR



17. As shown in Figure 2 above, the Central Corridor connects with the Western Corridor at Moose Jaw and Winnipeg. By running south to Chicago and Kansas City, through the Twin Cities of Minneapolis and St. Paul, MN, and through Milwaukee, WI, CP provides a direct, single-carrier route between Western Canada and the U.S. Midwest, providing access to Great Lakes and Mississippi River ports. From La Crosse, WI, the Central Corridor continues south toward Kansas City via the Quad Cities (Davenport and Bettendorf in Iowa, and Rock Island, East Moline and Moline in Illinois), providing an efficient route for traffic destined to points beyond the Kansas City Gateway. CP's Kansas City line also provides a direct connection into Chicago and, by extension, to points east on CP's network such as Toronto, ON, the Port of Montreal, and the Port of Saint John, NB on the Atlantic Ocean.

Chicago

18. Chicago is the nation's busiest rail hub and one of the most active intermodal hubs worldwide. Each day, 1,300 freight and passenger trains travel through the greater Chicago area, including one quarter of all freight trains in the United States.

19. Bensenville Yard is CP's primary classification yard in the Chicago region and is located northwest of the city near O'Hare Airport. Schiller Park Yard, about 4.3 track miles to the northeast of Bensenville, is primarily an intermodal yard that works in tandem with CP's intermodal facility adjacent to Bensenville Yard. Schiller Park has recently been expanded to take on an additional role as an automotive compound.

20. Bensenville Yard is accessed from the north and west via two subdivisions. From the north, the C&M subdivision runs between Chicago and Milwaukee. On their approach to Chicago, trains operating over the C&M subdivision can be routed (a) over UP trackage directly into Bensenville via Tower A20, or (b) over CP/METRA tracks via Tower A5. From the west, CP's Elgin subdivision is the final leg of a link between Chicago and the Quad Cities region.

21. Both the C&M and Elgin subdivisions accommodate two daily commuter windows. Additionally, the C&M subdivision accommodates CP's freight operations as well as a total of eight Amtrak train pairs per day – the daily Empire Builder long-distance train and the Amtrak's Chicago-Milwaukee Hiawatha service. Amtrak has repeatedly awarded CP a grade of A for passenger on time performance, the top mark among Class I host railroads.

22. Between Bensenville Yard and points east of Chicago, CP freight trains operate via two alternative routes pursuant to operating agreements with CSX and NS. In both cases, CP's trains move efficiently through the Chicago terminal without requiring intermediate handling.

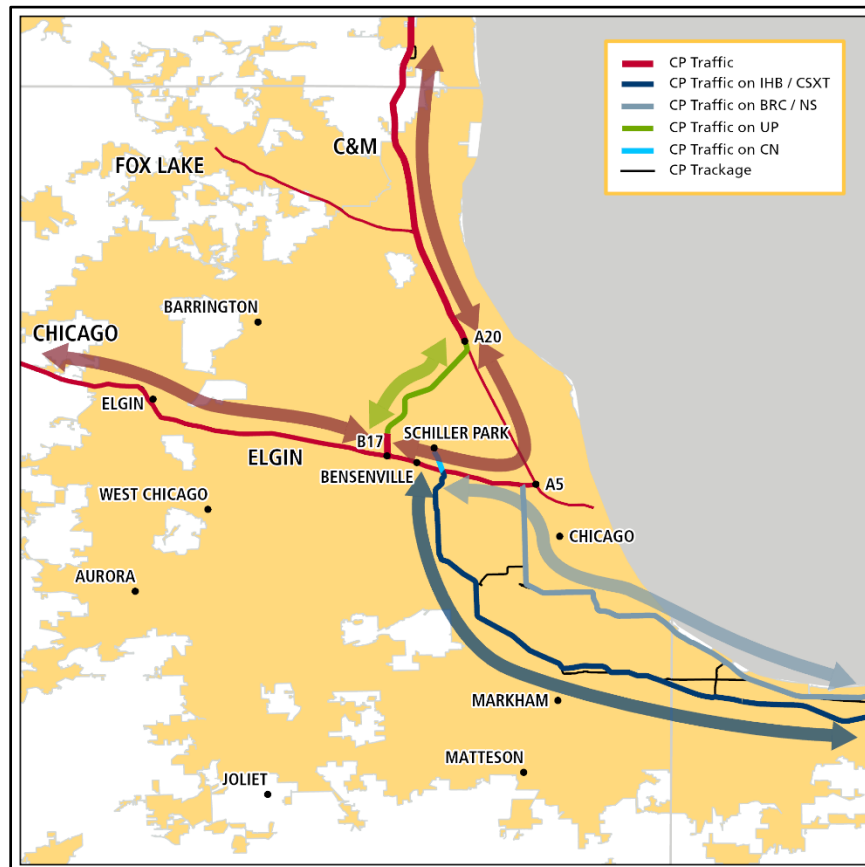
23. First, CP hands off one intermodal train daily to CSX, and receives one such train in return, which CSX moves between Chicago and a connection with CP's network in Eastern Canada at Buffalo, NY. These trains operate to/from CP's Schiller Park terminal and operate across Chicago via the Indiana Harbor Belt Railroad ("IHB"). Traffic destined for Detroit, or received from Detroit, is block-swapped between CP's haulage trains 142/143 and CSX's trains travelling between the Northwest Ohio Intermodal Container Transfer Facility (at North Baltimore, OH) and CP's Detroit Oak Yard.

24. Second, CP operates two pairs of manifest and automotive trains daily over trackage rights on NS between Chicago and Eastern Canada (via Detroit). From the east, these trains operate through Chicago into Bensenville via the Belt Railway of Chicago ("BRC") or to IHB's Gibson Yard.

25. Reciprocal manifest trains and empty automotive trains operate back to Eastern Canada over the same routing.

26. Figure 3 below depicts these through routes between Bensenville and points surrounding Chicago.

FIGURE 3
CP ACCESS ROUTES IN CHICAGO



27. As the point of convergence for six of the seven North American Class I railroads, Chicago is a primary interchange for CP. Between 75 and 80 percent of CP carloads passing through Chicago either originate or terminate on another railroad. With the majority of rail yards in the region lying to the south of downtown Chicago, much of CP's interchange volumes depart CP's network to connect with yards further south, sharing the same highly trafficked corridors as other Class I carriers. Two major intermediate switching terminal railroads, the BRC and the IHB, play key roles in CP's interchange traffic with other Class I railroads by providing the track infrastructure and classification services required to exchange carloads. From Bensenville, CP

operates two interchange trains daily in and out of the BRC's Clearing Yard via BRC's Kenton Line Subdivision. These trains include all of CP's traffic going to and from CN, BNSF, and CSX. Unit trains interchanged with NS and the UP are routed over the BRC to Rockwell Street Yard. CP delivers manifest and intermodal traffic directly into NS's Calumet Yard via BRC and into UP's Proviso Yard via IHB. Both railways reciprocate with direct service into Bensenville. Lastly, CP automotive and manifest carloads move in and out of IHB's Gibson and Blue Island Yards over IHB tracks.

Products

28. The traffic transported on the Central Corridor includes intermodal containers from the Port of Vancouver, fertilizers, chemicals, crude oil, frac sand, automotive, grain, and other agricultural products.

Central Corridor Feeder Lines:

29. The Central Corridor includes the following feeder lines:
- The Company has operating rights over BNSF tracks between Minneapolis and St. Paul, along with connectivity to the twin ports of Duluth, MN and Superior, WI.
 - At Duluth/Superior, CP maintains its own yard facilities that provide an outlet for grain from the U.S. Midwest via the grain terminals at these ports. Duluth/Superior is a strategic entry point for large dimensional shipments that can be routed via CP's network to locations such as Alberta's Industrial Heartland to serve the needs of the energy industry.
 - CP's route from Winona, MN, to Tracy, MN, provides a route for shipments of key agricultural and industrial commodities.
 - CP's feeder line between Drake and New Town, ND, provides access to an important grain-growing region as well as Bakken oil production.
 - CP also owns two significant feeder lines in North Dakota and Western Minnesota operated by the Dakota, Missouri, Valley & Western Railroad and the Northern Plains Railroad, respectively. Both short lines are active in providing service to agricultural and Bakken oil-related customers.

Central Corridor Connections

30. CP's Central Corridor provides the following connections to other railroads:

- The Central Corridor connects with major railways at Chicago. Among other connections outside of Chicago, CP has connections with BNSF at Minneapolis, Minot, ND, and Duluth/Superior, and with UP at St. Paul and Mankato, MN.
- CP connects with CN at Dubuque, IA, Milwaukee, and Chicago.
- At Kansas City, CP connects with KCS, BNSF, NS, and UP.
- CP's Central Corridor also connects with several short line railways that primarily serve grain in the U.S. Midwest, thereby extending CP's market reach in this region.

Central Corridor Yards and Repair Facilities

31. CP supports rail operations on the Central Corridor with rail yards in Chicago (Bensenville Yard); Milwaukee, WI; Glenwood, MN; St. Paul; Mason City and Nahant, IA. CP shares a yard with KCS in Kansas City – the so-called Joint Agency Yard.

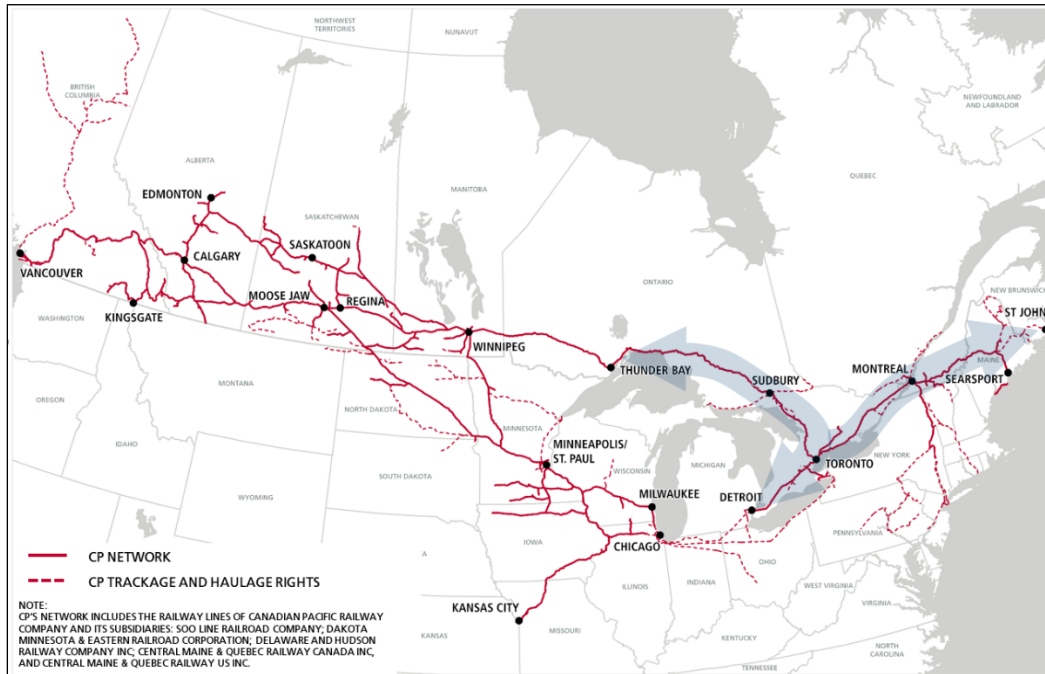
32. In addition, CP has a major locomotive repair facility at St. Paul and car repair facilities at St. Paul and Chicago.

33. CP owns 49 percent of IHB, a switching railway serving Greater Chicago and northwest Indiana. CP is also part owner of BRC, which is the largest intermediate switching terminal railroad in the U.S.

34. CP has intermodal terminals in Minneapolis and Chicago, auto compounds in Cottage Grove, MN and Schiller Park, IL, and a dried distillers' grain transload facility in Chicago.

2.1.3. The Eastern Corridor: Thunder Bay to Quebec, Detroit and Albany

FIGURE 4
CP NETWORK OVERVIEW – EASTERN CORRIDOR



35. As shown in Figure 4 above, CP's Eastern Corridor extends from Thunder Bay through to the Port of Montreal, Searsport, ME, and the Port of Saint John (the latter via haulage agreement with the New Brunswick Southern Railway), and between Toronto and Chicago via Detroit or Buffalo. CP's Eastern Corridor provides shippers direct rail service from Toronto, Montreal, and Saint John to Calgary and Vancouver via CP's Western Corridor and to the United States via the Central Corridor. These routes are a key part of CP's transcontinental intermodal services.

36. CP's Eastern Corridor routes to and from the Port of Montreal provide a competitive, highly-efficient path for European cargo destined to the U.S. Midwest. CP trackage between Montreal and Detroit connects seamlessly – via the Detroit River Tunnel – with NS trackage between Detroit and Chicago (via Butler, IN), over which CP has trackage rights. Two CP train pairs operate over these NS trackage rights today, limited by agreement to a maximum

length of 12,000 feet. These trains are also subject to the height restrictions of the CP-owned Detroit River Tunnel, which precludes Automax cars and most double-stacked intermodal containers.

37. A haulage agreement with the CSX provides a route for CP double-stack intermodal service between Chicago and the CP's network in Eastern Canada. These trains are crewed by CSX and operate over 540 miles over CSX's high speed double-stack cleared Chicago Line connecting Bensenville Yard with Buffalo via Cleveland, OH. Together, the NS and CSX agreements provide direct reliable service between the Midwest and CP's Eastern network.

38. CP's 2019 acquisition of the Canadian portions of Central Maine & Quebec Railway and its 2020 acquisition of the U.S. portions of CMQ extended CP's network into Maine – including the Port of Seaside – and across Southern and Eastern Quebec to Saint John, NB.

Products

39. Major traffic categories transported in the Eastern Corridor include forest products, chemicals and plastics, crude, ethanol, metals, minerals and consumer products, intermodal, automotive products and general merchandise.

Eastern Corridor Feeder Lines

40. A major feeder line serves the steel industry at Hamilton, ON, and provides connections with both CSX and NS at Buffalo.

41. The Delaware and Hudson Railway Company, Inc. (D&H) feeder line extends from Montreal to Albany, NY, with haulage rights beyond to New York City and Philadelphia.

Eastern Corridor Connections

42. CP's Eastern Corridor routes connect with CN at a number of locations in Ontario – including Sudbury, Windsor, London, Hamilton, and Toronto – and at Montreal, Quebec. The

Eastern Corridor also connects with a number of short-line railways including routes from Montreal to Quebec City, QC, and Brownville Junction, ME, to Saint John, NB.

43. CP connects in New York with the two eastern Class I railways: NS and CSX at Buffalo, NS at Schenectady, and CSX at Albany. CP also connects with Pan Am Southern at Mechanicville, NY, and Northern Maine Junction, ME, for service to the Boston and New England areas, and with the Vermont Railway at Whitehall, NY, and Newport, VT.

44. Via haulage arrangements on CSX's route south of Albany, CP provides service to Fresh Pond, NY, connecting to the New York & Atlantic Railway with access to the Bronx and Queens. CP can also access Philadelphia via CSX haulage.

45. CP can access a number of short-lines in Pennsylvania via haulage on NS routes south of Schenectady, NY.

Eastern Corridor Yards and Repair Facilities

46. CP supports its rail operations in the Eastern Corridor with rail yards at Sudbury, London, Toronto, Montreal, Saratoga Springs, NY, and Brownville Junction, ME.

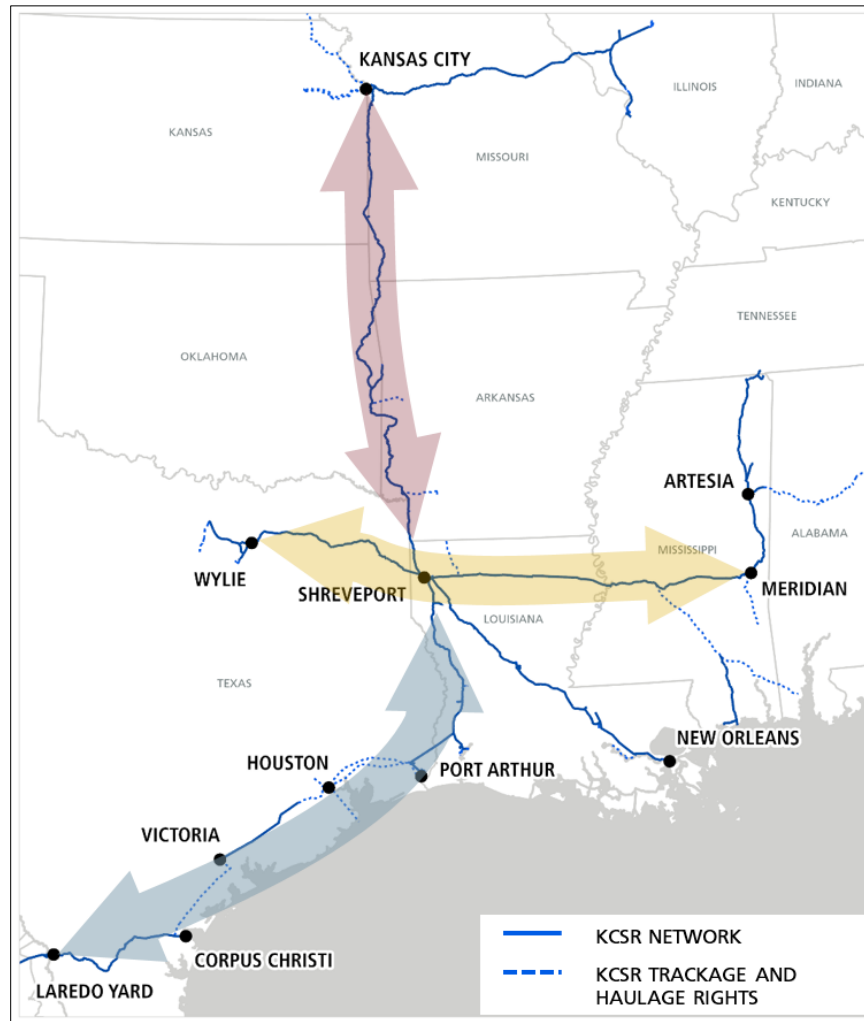
47. CP has locomotive repair facilities at Montreal and Toronto and car repair facilities at Thunder Bay, Toronto, and Montreal.

48. CP's largest intermodal facility is located in the northern Toronto suburb of Vaughan and serves the Greater Toronto and Southwestern Ontario areas. CP also operates intermodal terminals in Montreal and Detroit.

2.2. PRINCIPAL ROUTES – KCSR/KCSM

2.2.1. Current KCSR Routes

FIGURE 5
PRINCIPAL KCSR ROUTES



49. KCSR's U.S. operations (Figure 5) are centered on Shreveport, LA, with train operations radiating from there in a hub and spoke configuration. From the perspective of potential traffic moving to and from the CP system, the key route is KCSR's North-South funnel between major yards in Kansas City and Shreveport. Dominant flows are loads south and empties north, with bulk trains of grain and coal being prime examples of the predominantly southbound traffic flow. Manifest traffic makes up the next distinct category. KCSR has

important connections with CP, UP, and BNSF at Kansas City, with smaller volumes of interchange there with NS.

50. Southbound manifest traffic predominately flows to and through Shreveport, which is a key junction location. From Shreveport, the KCSR network branches into four routes: west to Dallas, east to Meridian/Artesia, MS, southeast to New Orleans, and south to Port Arthur, Corpus Christi, the Laredo Gateway, and Mexico. The Dallas-Meridian route handles considerable volumes of East-West intermodal traffic. Much of that traffic bridges between UP at Shreveport and NS at Meridian, but KCSR also operates intermodal terminals at either end: Wylie terminal near Dallas on the west end and Jackson Terminal in Jackson, MS at the east end. Jackson Intermodal terminal is a KCSR-owned terminal that CN has access to. The eastern portion of this route – 320 miles from Shreveport to Meridian, MS – is jointly owned by KCS and NS as Meridian Speedway, LLC (“MSLLC”).

51. From Shreveport, KCSR operates two routes to the Gulf of Mexico – one that ends at New Orleans, and the other that serves Port Arthur, Beaumont and Corpus Christi, TX (and extends beyond into Mexico). These port terminals handle a diverse range of products including paper, energy, chemicals, food and consumer goods.

52. KCSR’s route from Shreveport to Laredo (via Beaumont, Rosenberg, Victoria, and Robstown, TX) is the gateway to the Mexican border. Large portions of this route rely on trackage rights over UP lines that were granted to the Texas Mexican Railway in the UP/SP merger. Laredo is the busiest rail border crossing along the U.S.-Mexican border, handling a wide range of traffic.

KCSR Feeder Lines:

53. North and west of Kansas City, haulage routes from Topeka, KS, Council Bluffs, IA, Lincoln, and Omaha, NE, connect grain customers with markets served by KCSR/KCSM via the Kansas City gateway.

54. The KCSR route from Kansas City, MO, to East St. Louis, IL, serves agricultural, bio-fuels, and cement customers, among others. At Roodhouse, IL, a branch to Springfield, IL, connects with UP and the Illinois & Midland Railroad (“IMRR”) at Springfield and serves additional agricultural facilities in Jacksonville, IL. At East St. Louis, KCSR interchanges with BNSF, CN, CSXT, NS, and UP, as well as Alton & Southern Railway (“ALS”), Terminal Railroad Association of St. Louis (“TRRA”).

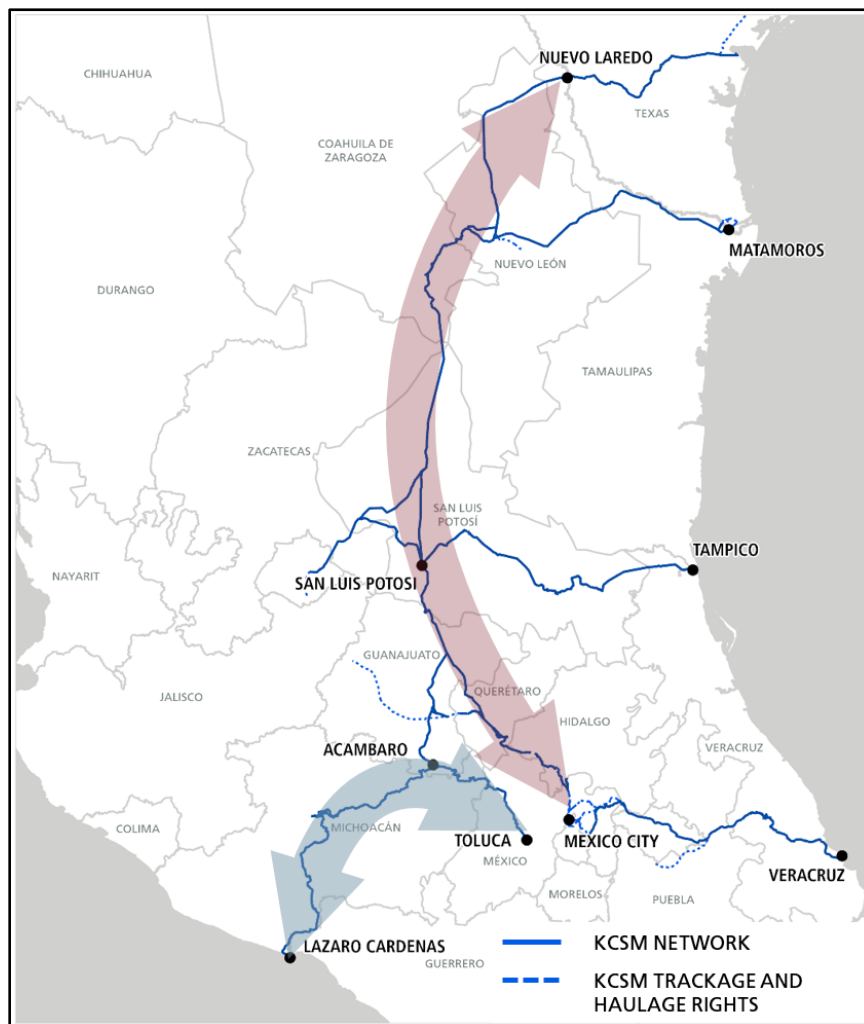
55. The KCSR route from Counce, TN, to Meridian, MS, serves an industry rich region of agricultural, forest products, steel, tire manufacturing, and metal recycling customers. Various short line connections extend KCSR’s reach north of Corinth and east of Columbus, MS.

56. The KCSR route from Hattiesburg to Gulfport, MS, serves the Port of Gulfport and forest products customers. This line connects with KCSR (MSLLC) at Jackson via haulage over CN from Hattiesburg to Jackson.

57. KCSR has access to the Port of Mobile, AL, via haulage rights over CN between Jackson and Mobile.

2.2.2. Current KCSM Routes

FIGURE 6
PRINCIPAL KCSM ROUTES



58. Like KCSR, KCSM (Figure 6) is primarily oriented on a north-south axis. From Laredo in the north, the line extends 750 miles to Mexico City in the south. Lines extending east to Matamoros, Tampico, and Veracruz on the Gulf coast, and west to Lazaro Cardenas on the Pacific seaboard provide the KCSM's reach to tidewater. KCSM's line to Lazaro Cardenas has a junction at Acambaro that runs east towards Toluca.

59. KCSM's network serves more than a dozen automotive plants either directly or indirectly. Auto parts and finished vehicles to and from these facilities make up a diverse and

solid automotive base. GM, Ford, FCA, Toyota, Honda, Nissan, BMW, VW, Mazda, Audi, Mercedes, and Kia all have access to KCSM transportation services.

60. KCSM handles intermodal over the majority of its network, connecting intermodal facilities that are both KCSM-owned and private intermodal facilities, customers and ports across the network, which spans from Salinas Victoria in the north to Lazaro Cardenas, Puerta Mexico in Toluca and Pantaco in Mexico City.

KCSM Feeder Lines:

61. The KCSM route from Monterrey, NL, to Matamoros, TA, serves online customers including an auto compound at Pesqueria, NL, transloads, and receivers of agricultural products. KCSM interchanges with BNSF and UP just west of Matamoros via the West Rail International Bridge. KCSM has access to the Port of Brownsville, TX, via UP haulage to a connection with the Brownsville & Rio Grande International Railroad.

62. KCSM's route east from San Luis Potosi, SL, to Tampico, TA, serves online cement, fuel, scrap metal, and transload customers. KCSM has access to the Port of Altamira, TA, via trackage rights over FXE north of Tampico.

63. West of San Luis Potosi, KCSM serves online receivers of agricultural products. KCSM serves an automotive facility at Aguascalientes, AG, via trackage rights over FXE from Chicalote, AG.

64. The KCSM route east from Mexico City accesses intermodal, grain, and oil facilities at the Port of Veracruz, VC, from the north through a new connection at Santa Fe, VC.

3. DEVELOPMENT OF THE OPERATING PLAN

65. The Operating Plan was built in the same way that CP would design operations on its network in the ordinary course of running a railroad. The operational design that will flow traffic on the future CPKC network (represented by the "Optimized" and "Growth" Plans

discussed below) is exactly that which Applicants would anticipate implementing in the real world, with the Board's approval, to combine the CP and KCS networks and accommodate anticipated traffic growth. In the context of the Application, of course, the Operating Plan was also built in a manner that would enable reliable assessments of the changes resulting from the Transaction for purposes of the Board's public interest review. Accordingly, as we explain below, we built a base operating plan that, as best as possible given data limitations, accurately and reliably reflects pre-Transaction conditions in a manner that enables apples-to-apples comparisons between the base and projected future post-Transaction operations. As we explain below, the pre-Transaction conditions are reflected in the "Base Plan," while the post-Transaction conditions are reflected in the "Optimized Plan" and "Growth Plan."

66. In developing the Operating Plan, CP adapted its industry leading service design processes and capabilities to develop an operating plan for the consolidated CP/KCS network. The tools, data, and service design processes involved have been tested and proven over more than 20 years at CP and have been integral to CP achieving its industry-leading operating and financial performance. Developing the Operating Plan involved the dedication of top tier service design personnel to the project on a full time basis. The design team dedicated to the project are industry leaders and experts in railway service design.

67. The Operating Plan incorporates the two principal categories of train operations on the future CPKC network (and on the separate CP and KCS networks): (a) trains that are designed to operate according to a schedule, including both through trains connecting multiple terminals as well as local trains serving customers from a single yard or terminal, and (b) trains that operate on-demand as unit trains, such as unit trains of grain, aggregates, and petroleum products. To design the scheduled portion of network operations, the Operating Plan team used

MultiRail software as the primary tool to design efficient blocking and train service for an integrated CP/KCS system. As explained in more detail below, on-demand train operations (such as unit trains of bulk commodities), which do not call upon yard resources to classify traffic into blocks, were addressed outside MultiRail based on observed train movements and then layered onto the network of scheduled trains built using MultiRail.

68. MultiRail is a standard software application for railway operating plan development. It has been used in the design of operating plans in Board merger proceedings (such as in CN.IC), and CP has adapted it to its ordinary course business needs. CP's longstanding use of MultiRail dating back to the 1990s gives CP's Team significant experience with the MultiRail tool across a wide array of contexts. CP uses the tool to support seasonal and day-to-day scheduled operating plan adjustments to adapt to ever-changing traffic flows and network needs. MultiRail was used by the CP's Service Design Team to build operating plans for CP's acquisition of the Dakota Minnesota & Eastern in 2009 and its recent acquisition of the Central Maine & Quebec in 2020. CP uses the tool both as a design tool and a direct input in developing the operational plans that govern train and block design, classification of railcars, and inventory management in CP's day-to-day operations. As a result, CP began with a well-established representation of the CP network in MultiRail.

69. Building the foundation of any operating plan starts with the network. The Operating Plan Team "plotted" a physical network in MultiRail representing all stations and rail lines by latitude/longitude and type.³ Starting with CP's already defined network in MultiRail, KCS/KCSM nodes (stations) and links were added using a standard adaptation of timetable

³ Stations (nodes) in MultiRail are categorized by their facilities and functionality (*e.g.*, customer facilities, sidings, junctions, local serving yards, regional yards, and system yards). *See* Workpaper "CPKC Station Categories.xlsx."

station and milepost location data as the base. KCS/KCSM stations were added based on KCSR's Timetable #15 (effective June 9, 2020) and KCSM's Timetable #3 (effective Oct 25, 2016).⁴ Because both CP and KCSR timetables are in Imperial measures, the KCSM timetable was converted from the metric system to Imperial measures to create uniformity across the entirety of the combined CP/KCS network.⁵

70. This process resulted in a “map” of the combined CP-KCS-KCSM network within the MultiRail tool. That map is depicted in Figure 7, which is a graphical representation of the network generated by MultiRail based on the inputs described in Paragraph 70. MultiRail algorithms use the plotted network to analyze patterns of movement between facilities from origin to final destination. This well-defined set of network nodes was used in MultiRail to design the scheduled train operations that would most efficiently flow traffic in the Optimized and Growth Plans. The anticipated additional on-demand trains (built outside MultiRail) were mapped to the same network.

⁴ See Workpapers “KCSM System Timetable No 3 (Spanish).pdf” and “KCS System Timetable No 15 - Current.pdf.”

⁵ See Workpaper “KCSM - Mexico Subdivision FSAC Kilometer to Mile Conversion Per Timetable.xlsx.” For locations on the separate CP and KCS networks that had the same FSAC code, one was assigned a unique temporary FSAC to avoid confusion. For example, KCS 0554 conflicted with CP Fox Lake 0554, while KCS uses FSAC 0001 for both Kansas City and Mexico City. For the Operating Plan, each location was assigned a unique identifier. See Workpaper “KCS and KSCM ADOPTED STATION LIST.xls.”

FIGURE 7
CP/KCS COMBINED NETWORK AS MODELED IN MULTIRAIL



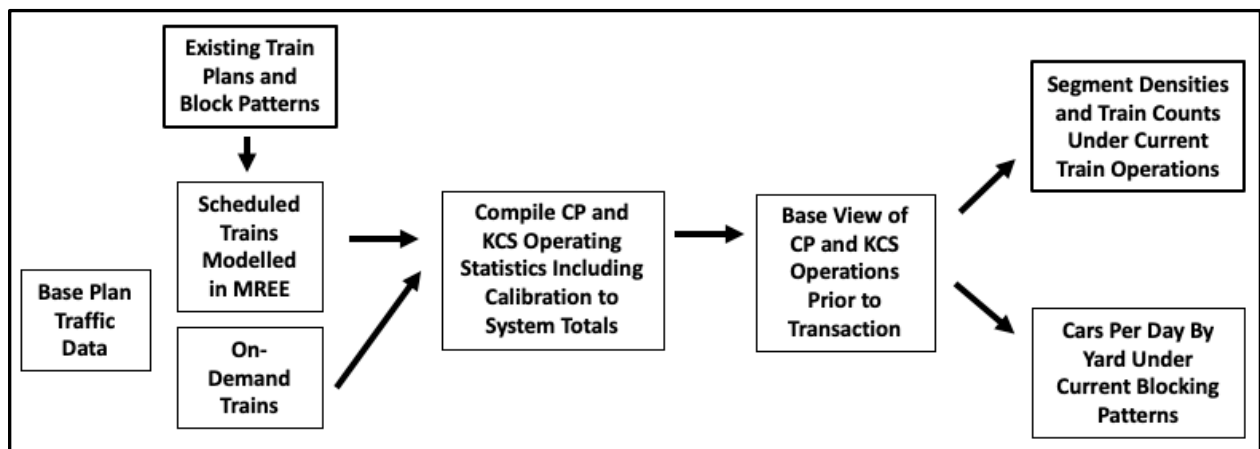
71. In the sections that follow, we explain how, starting with this MultiRail network map, the Operating Plan Team developed a base Operating Plan (the “Base Plan”) that represented the pre-Transaction operations of the separate CP and KCS/KCSM networks, and then revised that plan to incorporate operational changes made possible by the Transaction (the “Optimized Plan”) and accommodate anticipated post-Transaction traffic growth (the “Growth Plan”). This process yielded both an operating plan for the future CPKC network capable of implementing the Transaction in the real world and a reliable framework for assessing the impact of the Transaction on traffic (train counts, tonnage) and other operating statistics.

3.1. THE BASE PLAN

72. Starting with the combined network map in MultiRail, the first step in designing an Operating Plan for the future CPKC network was to build base operating plans for CP and KCS that reasonably reflected pre-Transaction operations and also created a basis for reliable comparisons with anticipated future CPKC operations. Building a base plan required two basic steps: (a) reliable information about the pre-Transaction operational designs of CP and KCS and (b) an identification of the pre-Transaction traffic that those operations flowed across the two networks. As we explain below, we built the Base Plan using blocking and train designs from Q1 2021; scheduled train data from October 2020; and data regarding on-demand trains from early 2021.

73. Figure 8 below provides an overview of the key steps in the development of the Base Operating Plan, which we discuss in greater detail below.

FIGURE 8
SCHEMATIC OF KEY STEPS IN DEVELOPING THE BASE PLAN



3.1.1. Base Plan Blocking and Train Plan

74. Building a Base operating plan requires a reliable understanding of the transportation plans of the pre-Transaction networks – specifically the blocking and train plans used to move freight across the network from car to block and block to train. This pre-

Transaction design provides the foundation for modeling Transaction related changes – both to operating plan design as well as traffic volumes and patterns – to assess the impact of the Transaction.⁶

75. In CP’s ordinary course operational planning (which uses MultiRail to design operating plan changes), the starting point is the current operational design – active blocking patterns, train operations, and the like. Because the Application uses a 2019 base year, the Operating Plan Team explored the possibility of developing a base operating plan that reflected CP’s and KCS’s operational designs and traffic flows during 2019. It proved impossible to get that information for KCS for 2019, however, because KCS/KCSM does not maintain an archive of past operating plans.⁷ Instead, KCS’s train plans are maintained “live” in its Management Control System (“MCS”)⁸ and constantly updated as operations are revised to address changing conditions.

76. Attempting to reconstruct KCS/KCSM blocking and train plans in place during 2019 would not have supported reliable analysis of pre-Transaction operations. Trying to identify the blocking in effect at specific KCS/KCSM yards and the train design philosophies in use – for example, hub and spoke, longest block, back-hauling allowed or prohibited – would have been based on anecdotal recollections of operating personnel and thus largely speculative,

⁶ By contrast, it would not have been appropriate, to build only a future post-Transaction Operating Plan and then compare that plan and its associated metrics with historical operating metrics from 2019, many of which would not have been available in CP and KCS records in any event. As we explain in detail in Section 3.1.1 below, doing so would have resulted in highly unreliable apples-to-oranges comparisons that would not have accurately reflected the effects of the Transaction.

⁷ By contrast, CP maintains such an archive of plans dating back to 2013 in its “Operating Plan Explorer” database.

⁸ KCS’s MCS is the suite of software that KCS uses to design and run its operations in the real world.

or else would have been an artificial reconstruction affected by evolution in operations over the ensuing years.

77. This gap in available data required the Operating Plan Team to use – for the KCS/KCSM network – the actual KCS/KCSM operating design information in place as of the first quarter of 2021, when CP and KCS retrieved the then-current plan from KCS’s MCS system. To develop a comparable CP base plan, the Team used CP’s contemporaneous operating plan. The Operating Plan Team loaded the CP and KCS/KCSM blocking and train plans for Q1 2021 into MultiRail, including information on train type (Intermodal, Automotive, Manifest and Local), scheduled day of operation, origin, destination, routing, work on-line, run times, and station times.⁹ Building a base operating plan using the most up-to-date pre-Transaction blocking and train designs is also in keeping with established practice in prior merger applications.¹⁰

78. Because the stand-alone operating plans for CP and KCSR/KCSM used in the MultiRail model of CP/KCS reflect operations as of Q1 2021, they imbed efficiencies both railroads achieved from 2019 up until that point. This approach had the advantage of avoiding

⁹ See Appendices C and D.

¹⁰ See, e.g., *CN/IC*, Finance Docket No. 33556, Application Vol. 2 (CN/IC-7), Operating Plan (Exhibit 13) (filed July 16, 1998) at 127 (“Operating Plan was constructed using 1996 as the base traffic year;” “To provide as accurate an indication of current operating patterns as possible, CN and IC used freight train operations and other daily operating data for the first quarter of 1998.”); *UP/SP*, Finance Docket No. 32760, Application Vol. 3 (UP/SP-24), Operating Plan (Exhibit 13) (filed Nov. 30, 1995) (Operating Plan built “using 1994 traffic levels;” “To provide as accurate an indication of operating patterns as possible, UP and SP planners identified freight train schedules and other operating data for the most recent period during 1995 for which this information was available when planning began.”); *BN/Santa Fe*, Finance Docket No. 32549, Application Vol. II (BN/SF-8), Operating Plan (Exhibit 13) (filed Oct. 1994) at 7 (traffic study used 1993 as base year, operating plan used “terminal blocking and train schedules ... in effect in mid 1994”).

attributing to the Transaction the efficiency gains at both CP and KCS that had already taken place by Q1 2021.¹¹

3.1.2. Base Plan Traffic

79. The second step in developing a Base Plan was to flow base period traffic through the modeled train design. This required choosing a traffic file from a period that corresponded to the operational design being modeled. We concluded that it would not be reasonable to use traffic data from 2019 traffic to represent Base Plan operations because of the changes in traffic flows and operational design between 2019 and early 2021, which would have resulted in a mismatch that undermined the reliability of the Base Plan as a reflection of pre-Transaction conditions.¹²

80. Noteworthy examples of meaningful traffic shifts that affected operational designs between 2019 and late 2020 include, on CP, loss of intermodal contracts at the end of 2019 witnessed the reduction of intermodal trains 196/197 from daily to tri-weekly service between Calgary and St. Paul, MN. Further traffic and corresponding train consolidations witnessed the elimination of trains between St. Paul and Chicago. On the other side of the ledger, CP's acquisition of the 481-mile Central Maine & Quebec and the return of CP intermodal service to the Port of Saint John occurred after 2019. For KCS, its coal traffic base was reduced midway through 2019 as a result of the permanent closure of a coal fired power

¹¹ Using its professional expertise and knowledge of CP and KCS network operations, the Operating Plan Team evaluated the approach and concluded that it would not lead to any overstatement of Transaction efficiencies – in other words, that Q1 2021 operations were not less efficient than operations as of 2019. *See* Workpaper “Cost Metrics Growth Model.xlsx,” at tab “Assumptions” and “Historical Key Metrics - Annual Summary.xlsx.”

¹² Similarly, Operating Plans in prior merger cases have adjusted base year traffic in various ways to support the exercise of assessing Transaction-related changes against an appropriate baseline. *See* Exhibits 1-3, cited in the previous note.

plant at Asbury, MO, southeast of Pittsburg, KS, leaving four coal fired facilities on KCS's system.¹³

81. As we explain below, we reasonably chose to model the Base Plan using data that reflected traffic moved on scheduled trains in October 2020, supplemented with on-demand trains based on examination of actual movements during the first several months of 2021. Together, these traffic sources take into account the above (and other) traffic shifts and are thus compatible with the corresponding blocking and train designs that were used to develop the Base Plan.

82. ***Scheduled Train Operations.*** Taking into account seasonality in traffic patterns, utilizing a peak month as a base for resource, yard, and mainline demands to stress the network has been the normal course of business for operations planning at CP for over 20 years. For the Application's Base Plan, October 2020 was chosen as the closest peak month to the Q1 2021 period of the CP and KCS blocking and train design that underlie the Base Plan. The Operating Plan Team confirmed that the October 2020 traffic flows corresponded appropriately with the blocking and train design from Q1 2021. The COVID Pandemic influenced traffic volumes earlier in 2020 but there was broad recovery in traffic volumes for most commodities across the combined network by October 2020. October is also the last full month in a calendar year unaffected by significant downward shifts in traffic flows associated with the end-of-year holiday season.

83. In selecting this time period, the Operating Plan Team was aware of blockades in Mexico that interrupted traffic patterns into and out of Lazaro Cardenas in October 2020. The only material impact of this interruption, however, was on traffic within Mexico, since KCS was

¹³ See Workpaper "Asbury Closure.pdf."

generally not sending traffic from Lazaro Cardenas to U.S. destinations during this time period. And because the interruption continued into 2021, KCSM's operating plan design in Q1 2021 reflected the interruption and thus appropriately matched the suppressed intra-Mexico traffic flows.¹⁴

84. Using traffic for a peak month is preferable to using traffic for a full year (or averaging a full year's worth of traffic) because it ensures that the operations being modeled are adequately resourced – in terms of crew, locomotive, yard, and line-of-road capacity. This approach is consistent with how CP develops operating plans to flow real-world traffic. By building into the Base Plan the train operations necessary to flow peak month traffic, the Post-Transaction plans that were built upon that base likewise will ensure that the plans do not underestimate the resources needed to operate the CPKC system post-Transaction. For operations planning an understatement of peak demand taken at face value would leave a railroad and its customers at risk for crew, locomotive, yard, and line-of-road capacity shortages during peak traffic periods. Given the desirability of building post-Transaction models starting with peak-month operations, and then layering on anticipated growth from the Transaction, the use of a single peak month as the traffic foundation for the Base Plan provides an appropriate base for comparison with post-Transaction operating changes.

85. To develop the October 2020 traffic files used for modeling of pre-Transaction scheduled train operations, waybill records for both CP and KCS were combined into a system

¹⁴ Intermodal and manifest volumes into and out of Lazaro Cardenas remained reduced from October 2020 onward, as evidenced in Q1 2021 train schedules and blocking plans between Lazaro Cardenas and Mexico City and Escobedo running on only select days of the week. *See* Appendix C, showing Base Plan train symbols I-LZPN/I-PNLZ operating four days a week and M-ESLZ/LZES operating five days a week.

traffic file.¹⁵ Where necessary, the Operating Plan Team added physical routing details to reflect how traffic actually flows across the network. Revenue waybill information does not always reflect the actual physical movement of railcars through complex gateways. The Team inserted appropriate routing details so that the movements reflected in the waybill records would align with the block and train design to and from these interchanges in MultiRail.¹⁶ For the combined network waybill traffic file, the Operating Plan Team applied these substitution rules to ensure that interchange movements reflected the actual routing, train service, and trip plans. The Operating Plan Team also made certain other corrections to the raw waybill records for October 2020 to ensure that traffic records contained accurate and granular origin/interchange/destination and routing details.¹⁷

86. To translate data into MultiRail-compatible format, the waybill records were sorted into the traffic categories required by MultiRail – including data elements such as waybill origin, waybill destination, traffic category, car type, load/empty indicator, Standard Transportation Commodity Code (STCC), shipper, consignee, on-railroad, off-railroad, and total cars in the traffic period.¹⁸ For example, a waybill for a car moving from Altona, MB, to San

¹⁵ See Workpaper Subfolder “Base Traffic Cleaning” and “Base Traffic.”

¹⁶ For example, traffic that shows Springfield/Cockrell, IL as the gateway on a waybill is usually not interchanged at Springfield but at East St, Louis. Similarly, in Chicago, CP traffic waybilled to generic Chicago FSAC 4544 (SPLC 380000) does not move on a single block or train service. To illustrate, intermodal and manifest traffic to NS is interchanged by CP at NS yard Calumet FSAC 0295. Intermodal moves to interchange at Calumet on local train G54 three days per week. Manifest from St. Paul moves to interchange at Calumet on daily train 286, block swapping to daily transfer G52 along with other traffic processed at Bensenville Yard (local, Iowa, Missouri, southern Minnesota and Wisconsin origin traffic). Manifest traffic to CN and CSXT from St. Paul is handled in a St. Paul to Belt Railway of Chicago (“BRC”) FSAC 0498 block direct on train 288 daily. Manifest traffic destined to CN and CSXT from Bensenville and the surrounding area is handled on transfer G45 daily. See Workpaper “KCSSTrafficFileDocumentedScript.sql.”

¹⁷ For further details, see Workpaper “Traffic File - Methodology NEW.docx.”

¹⁸ See Workpaper Subfolder “Final Files Input into MREE” and Workpaper “KCSSTrafficFileDocumentedScript.sql.”

Luis Potosi, SL, routed as CP-Kansas City-KCSR-Laredo-KCSM was combined into a single record.

87. ***On-Demand Trains.*** For trains that operate on demand rather than in accord with set schedules, the Operating Plan Team analyzed data on actual CP and KCS on demand trains operated during early 2021.¹⁹ The broader period used to identify on-demand trains was chosen to ensure a group of movements representative of the different traffic flows for this category of traffic, some of which move in less regular patterns.²⁰ The Team built a matrix reflecting representative average daily operation of these on-demand trains for melding with the output of the MultiRail modeling of scheduled trains.²¹ The result was a complete baseline operating plan across the present CP and KCS networks as two independent entities in Q1 2021.²² This is what is referred to as the Base Plan.

88. Consistent with CP's standard practice in operations planning for its own network, on-demand trains were treated separately from scheduled trains – and outside MultiRail. Unit train operations are demand driven and measured by load-to-empty cycle times with no intermediate handlings. Because they are not built in yards and do not require intermediate yard processing, including them in the design of the scheduled train and block network (built using MultiRail) would have artificially distorted switching activity in the Base

¹⁹ In both cases, the period analyzed was the most recent three-month period at the time of the study (February-May for KCS, March-June for CP).

²⁰ This was done for CP by extracting CP 300, 500, 600, and 800 series trains. For KCS, this was done by extracting unscheduled unit trains of coal, chemicals (*e.g.*, crude), automotive (*e.g.*, empty auto rack trains) and “other” commodities (*e.g.*, rock trains).

²¹ See Workpaper Subfolder “Bulk Trains Actual Train Counts.”

²² See Workpapers “TPD MREE Base.xlsx,” “TPD Bulk Base KCS.xlsx,” and “TPD Bulk Base CP.xlsx.” See also Appendices C and D.

Plan and would have misrepresented changes in switching activity in the Optimized and Growth Plans. Accordingly, these trains were kept out of the MultiRail scheduled train analysis.

89. To illustrate why unit trains were kept outside the MultiRail analysis, consider unit trains interchanged with KCS at Kansas City. KCS receives unit trains of bulk commodities such as coal and grain from connecting carriers BNSF and UP that move from origin to destination as a single unit. In the waybill records, these trains, and their corresponding empty returns, originate/terminate at “FSAC 4690” – the designation corresponding to KCS’s Kansas City Yard (known as Knoche Yard or the “Joint Agency”). The only planned activity on these unit trains at Knoche Yard is a crew change. By plan, there is no switching, and no locomotive moves to and from the shop tracks. Had these unit trains been left in the traffic file used by MultiRail, MultiRail would have misperceived them as requiring processing work at Knoche Yard, where the waybill records imply that the trains originate despite the fact that no such work occurs.

90. As noted above, the data on traffic moved in scheduled trains during October 2020 (which was used within MultiRail) was mated with data about CP’s and KCS’s additional on-demand trains that operated on the pre-Transaction networks. In order to permit the overlay of on-demand train records on the train and blocking plans built in MultiRail for scheduled operations without producing a double-count, the Operating Plan Team zeroed out the on-demand traffic from the October 2020 traffic file. The Operating Plan Team identified such movements in the waybill records by facility, customer, equipment type, and commodity and excluded (or zeroed out) those records. Carloads of grain and other bulk commodities that sometimes move in unit trains, but that moved in less-than-unit-train volumes, were processed as manifest traffic in the MultiRail analysis.

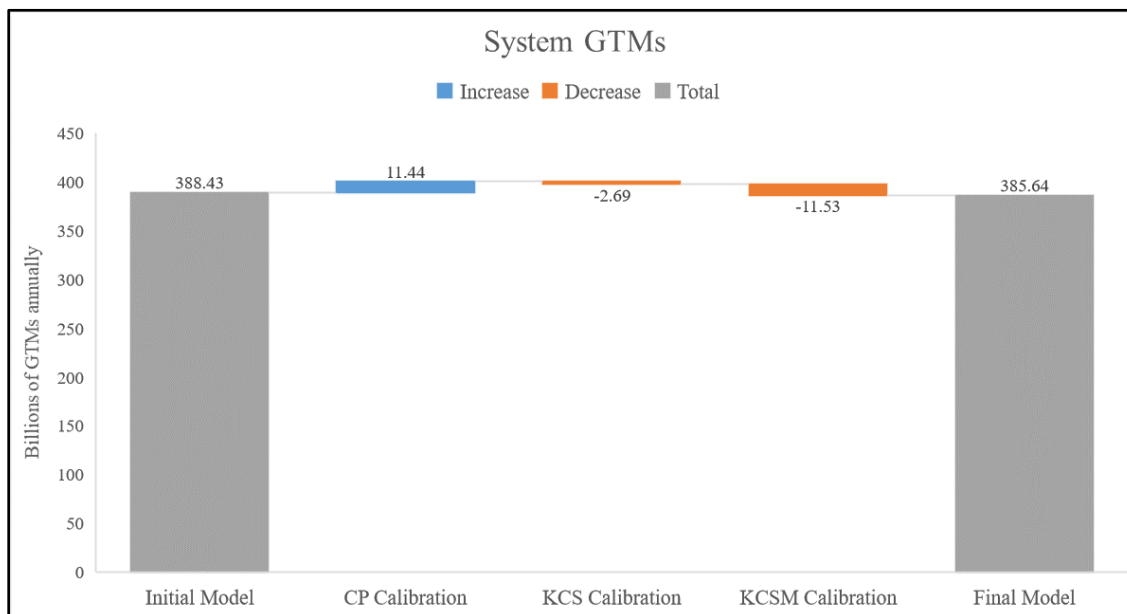
91. Because the October 2020 traffic file, augmented by records of on-demand trains operated during early 2021, reflected a diverse base of traffic broadly representative of traffic flows on the CP and KCS and also compatible with the known operating plan designs used by these railroads to flow that traffic, our Base Plan design was a highly reasonable (indeed, likely best realistically possible) reflection of pre-Transaction operations that could be reliably used as a basis for isolating the anticipated changes from the Transaction (which are reflected in the Optimized and Growth Plans built on the same base using consistent inputs and design principles).

3.1.3. Development of Base Plan Outputs

92. Using MultiRail, the Base blocking and train plans for CP and KCS were applied to traffic that moved in scheduled train service to generate detailed information on how traffic was blocked in each yard, how many blocks were built, what traffic flows to each of the blocks, and which blocks are assigned to each train and in what sequence.

93. To tie back to the system-level 2019 traffic levels to support other analyses that used the 2019 Application base year, Applicants calibrated the modeled GTMs for CP and KCS/KCSM to the system-wide GTMs actually moved on those railroads in 2019. The modeled outputs of the Base Plan proved to be a quite reasonable reflection of the actual GTMs moved in 2019, as shown in Figure 9 below. The Operating Plan Team made modest calibrations in these figures railroad-by-railroad to precisely match actual 2019 GTMs, and applied those calibration factors to each of the segment-level figures.

FIGURE 9
CALIBRATION OF BASE OPERATING PLAN TO MATCH 2019 GTMs²³



94. As a result of this calibration, the Base Plan GTMs are consistent with the traffic handled in the ordinary course by both CP and KCS/KCSM. The actual system-level GTMs underlying the 2019 segment densities reported in CP’s and KCS’s ordinary course density reporting (set forth in Part A of Exhibit 14) precisely match the sum of the segment level densities underlying the Base Plan, as shown in Table 1 below.

TABLE 1
SYSTEM-WIDE GTMs
(ANNUAL GTMs)²⁴

System	2019 Actuals	Operating Plan
CP	280.72B	280.72B
KCS	60.81B	60.81B
KCSM	44.11B	44.11B
Total	385.64B	385.64B

²³ See Workpaper “System GTM Calibration Chart.xlsx.”

²⁴ See Workpaper “Cost Metrics Growth Model.xlsx.”

95. Statistics regarding Base Plan operations (segment-level train counts, traffic densities, yard activity) are reported in the Appendix Tables and set forth in the workpapers accompanying this Amended Operating Plan.²⁵ The work on the Amended Operating Plan led to certain small changes in Base Plan statistics as compared to what was reported in the Appendices and workpapers accompanying the October 2021 Operating Plan. All of those changes are explained in Section 5.2 and Appendix S.

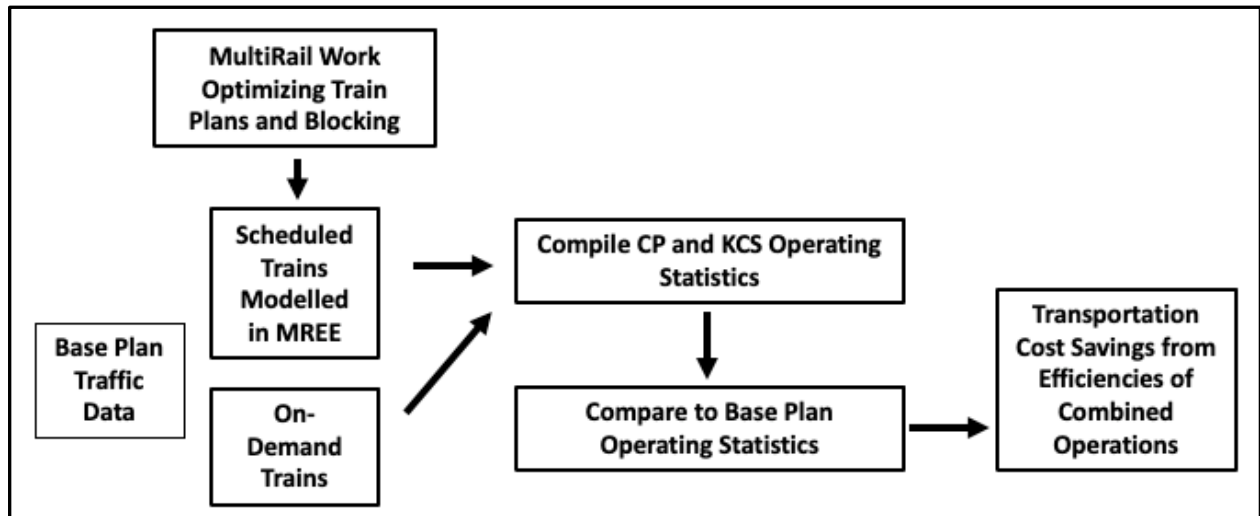
3.2. THE OPTIMIZED PLAN

96. After developing a baseline representation of CP and KCS pre-Transaction operations (in other words, the Base Plan), the next phase of the Operating Plan design process involved modifications to reflect opportunities for operational improvement presented by the Transaction and to accommodate anticipated traffic changes resulting from the Transaction. This proceeded by developing two additional plans. The first additional operating plan was designed to flow the same traffic as the Base Plan but taking advantages of operational enhancements – such as deeper blocking – made possible by the combination of the CP and KCS networks under common control. Using MultiRail, the Base Plan was revised to include blocking and train plan modifications unlocked by the Transaction. This Plan is referred to as the “Optimized Plan.”

97. Figure 10 below provides an overview of the key steps in the development of the Optimized Plan.

²⁵ See Appendices B, C, and D and Workpaper “Trains Per Day and Gross Ton Miles.xlsx.”

FIGURE 10
SCHEMATIC OF KEY STEPS IN DEVELOPING THE OPTIMIZED PLAN



98. Combining the CP and KCS rail networks into a single network unlocks tremendous opportunities for efficiency gains. Starting upon authorization of common control, CPKC would begin to make changes to improve service and efficiency on the combined network through, among other steps, new train services operating across the current boundary of the separate networks. Optimization will take advantage of longer-distance train profiles handling longer-distance blocks, keeping traffic moving further along the network before needing to be re-worked in yards.

99. The exercise of developing the Optimized Plan was built upon aspects of Precision Scheduled Railroading (“PSR”). KCS’s ongoing adoption of PSR principles helped to make KCS’s base operational design more compatible with the PSR-based design that CP has honed over many years. In developing the Optimized Plan, CP drew on its unparalleled experience with PSR to design an operating plan for the combined CP/KCS network that could handle the base traffic in a manner that both improved service to customers and achieved optimum efficiency improvement.

100. Capitalizing on the long-haul traffic flows presented by a pure end-to-end merger, the blocking and train design in the Base Plan was modified in line with CP's core service design principles and practices. Where possible, operations were configured across the now-integrated network to incorporate balanced scheduled train pairs, daily services, longer-distance train runs, longer-distance blocks, and train meets making use of longer sidings. The goal was to reduce intermediate handlings of traffic by blocking deeper into the combined network, keeping trains running further, which, in turn, keeps assets such as locomotives moving, and puts cars into yards only when absolutely necessary.

101. A base block of ten cars was used to plan terminal blocking in order to maximize the use of yard tracks, minimize train work events and extend the distance blocks travel prior to being re-processed. The number of blocks was set taking into consideration the capacity of each yard (*i.e.*, the number and length of classification tracks in the yard). The longest distance, most sizable blocks in turn anchor the train plan, with additional blocks layered on to build a complete network-wide train plan. The result is a faster, more cost effective service to handle the base traffic with the lowest number of intermediate handlings.²⁶

102. Table 2 below provides key metrics comparing the Optimized Plan with the Base Plan. Those metrics demonstrate and quantify the improved efficiency of network operations under the Optimized Plan. Table 2 does not reflect the additional benefits associated with the ability of the combined network to attract additional rail traffic from railroad and truck competitors, or the new market development opportunities the combination will make possible.

²⁶ See Appendices B, E, F and H.

TABLE 2
CHANGES IN OPERATING STATISTICS RESULTING FROM OPTIMIZED PLAN²⁷

Description	Base Plan	Optimized Plan	Percentage Change
Gross Ton Miles	385.6B	385.6BN	N/A
Running Car Miles	4.47B	4.47B	N/A
Intermediate Handlings	24.05M	23.65M	-1.7%
Train Hours	2.97M	2.83M	-4.4%
Train Miles (Freight)	49.93M	48.26M	-3.3%
Gross Ton Miles/Train Mile	7,724	7,991	3.5%
Locomotives/Train	2.72	2.71	-0.1%
Locomotive Unit Miles	50.08B	48.34B	-3.5%

103. Statistics regarding Optimized Plan segment-level train counts, traffic densities, yard activity and the like are reported in the Appendix Tables and set forth in the workpapers.²⁸ The changes to Base Plan traffic relative to that underlying the October 2021 Operating Plan flowed through to the Optimized Plan, as explained in Section 5.2 and Appendix S, and affected the running car miles and locomotive unit miles statistics in Table 2. But as also explained in Section 5.2, those changes did not affect the *impact of the Transaction* on trains, tonnage, or other operating statistics. The efficiencies achieved by combining the CP and KCS networks, as modeled in the Optimized Plan, remain unchanged.

3.3. THE GROWTH PLAN

104. The second plan developed to represent post-Transaction operations on the CPKC network is the so-called “Growth Plan.” The Growth Plan started with the Optimized Plan and made operational adjustments necessary to accommodate anticipated increases in the traffic on the combined network arising from the new traffic that CPKC is expected to attract.²⁹ To build

²⁷ See Workpaper “Cost Metrics Growth Model.xlsx.”

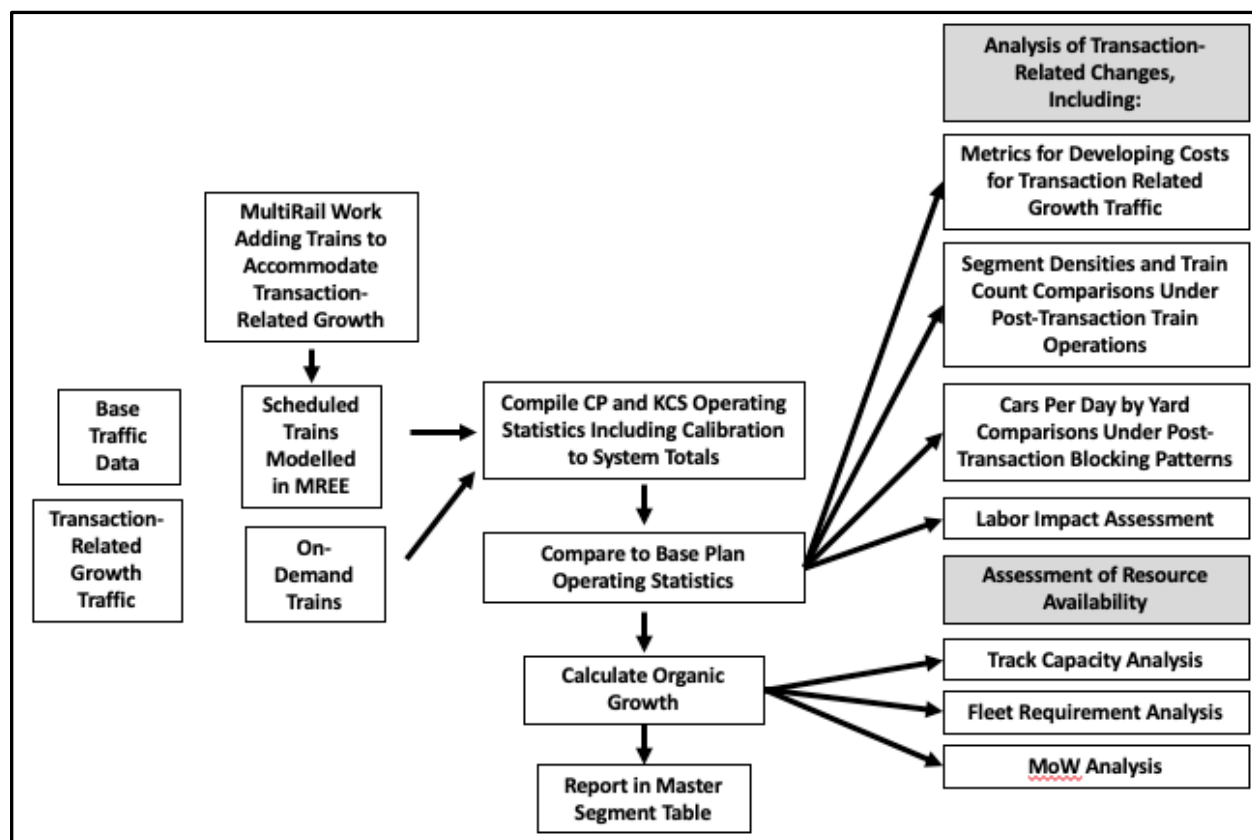
²⁸ See Workpapers “Trains Per Day and Gross Ton Miles.xlsx.”

²⁹ The Growth Plan and related statistics reflect the anticipated traffic levels upon full integration of the CP/KCS network at the end of the third year following the Control Date (referred to as Year 3).

the Growth Plan, the Operating Plan Team incorporated the additional traffic into the operational design of the Optimized Plan and adjusted those operations – lengthening trains, adding additional blocks, and adding train services to accommodate Transaction-related growth while meeting the service needs of CPKC’s rail customers. Section 4 below describes these new services in more detail.³⁰

105. Figure 11 below provides an overview of the key steps in the development of the Growth Plan.

FIGURE 11
SCHEMATIC OF KEY STEPS IN DEVELOPING THE GROWTH PLAN



³⁰ See Workpapers “Trains Per Day and Gross Ton Miles.xlsx,” “TPD MREE Base.xlsx,” “TPD MREE Growth.xlsx,” and “CPD MREE Growth.xlsx.”

106. The Growth Plan incorporated the additional traffic that Applicants anticipated that the combined network would attract following Board control approval and implementation of the Transaction over the three years following the Control Date. To accommodate this traffic growth, CPKC's operations would evolve, as would its simultaneous investment in additional railcars, track capacity and other resources as discussed below. The "Year 3" Growth Plan traffic file thus reflected the Base Plan traffic supplemented by the Transaction-related traffic increases estimated by Applicants' other witnesses.³¹

107. The new traffic resulting from the Transaction falls into several categories: (a) extending the length of haul for traffic CP or KCS already is handling; (b) attracting traffic away from other railroads (rail-to-rail diversions) and off the highways and onto CPKC intermodal service (truck-to-rail diversions); and (c) incorporating new traffic growth opportunities afforded by the combination. The estimated additional sources of traffic were based on comprehensive analyses that are described in the Verified Statements of Michael R. Baranowski and Bengt Mutén, and the Joint Verified Statement of Jonathan Wahba and Michael J. Naatz and of Richard Brown and Nathaniel Zebrowski.³² The result was a matrix of traffic movements that the combined network would handle at the end of the third year following implementation of the Transaction, during which the Transaction would be fully implemented taking into account the phasing in of potential traffic diversion and growth opportunities as well as the need for

³¹ See Workpaper "1.Proposed Final FTI Rail to Rail Diversion Results for Merger Application_matching Finance with Truck to Rail 10_13_21 2.xlsx."

³² See *id.*

additional capacity required to accommodate the new traffic.³³ Empty return flows were modelled to reflect historical ratios.³⁴

108. As a result of confidentiality limitations, the traffic estimates of Messrs. Brown/Zebrowski were not always able to convey station-level detail regarding the origins and destinations of traffic anticipated to be attracted to CPKC from other railroads.³⁵ In these instances, the Operating Plan Team was provided only with aggregated origin-destination information on a county-to-county or province/state-to-province/state basis. This traffic was added to the Growth Plan traffic file as follows: (a) where the line of business was not masked, then the traffic volume was distributed proportionally to similar existing lanes available in the aggregated waybill data provided by Messrs. Brown/Zebrowski; and (b) where the line of business was masked, the traffic characteristics were estimated based on the car type and then allocated to lanes in the same manner as above. For example, if the AAR Car Type Code started with “V,” the traffic was assigned as “Automotive” and if the AAR Car Type Code started with “S,” the traffic was assigned as “Intermodal.”³⁶

109. The Transaction-related traffic estimates were received by the Operating Plan Team as loaded carload and intermodal movements. Associated empty movements were

³³ See Workpaper “traffic_compressed_y5.csv” and “MREE Inflation Data - FINAL 20210723 (Original Upload for dwnld_TrafficInflationNEW).xlsx.”

³⁴ See Workpaper “Growth Plan Intermodal Loaded and Empty Rail Car Balance.docx.”

³⁵ In many cases, traffic records contained sufficient origin and destination station-level detail to enable them to be integrated directly into the Growth Plan Traffic File without further effort.

³⁶ All of the Transaction-related traffic was classified and tracked under four categories to facilitate operational design in MultiRail: CPPRJCTD (growth opportunities identified by Messrs. Wahba and Naatz), EXTNSION (existing CP or KCS traffic that would operate farther on CPKC single-line routes), NEWTRAFIC (traffic attracted by CPKC from other railroads), and TRUCKIMS (intermodal traffic diverted from highways).

estimated to reflect a balanced flow of loads and empties.³⁷ Where the traffic data indicated that loads flowed both inbound and outbound at a particular origin or destination, a manual reconciliation was applied to avoid double counting the rail cars needed to support Growth Plan traffic volumes.³⁸ To illustrate, forecast intermodal movements from the Port of Lazaro Cardenas to Bensenville IMS were projected at 9,521 railcar feet per day, with 3,924 feet of loads per day from Bensenville IMS to Lazaro Cardenas. To balance assets, only 5,597 feet of empty railcars were needed to supplement the loaded equipment flowing back to Lazaro Cardenas.³⁹

110. The Growth Plan incorporated certain constraints on CPKC's traffic growth to reflect current limitations on CPKC's contractual rights in Detroit and the Houston area. First, CP's existing train symbols 142/143 represent haulage service provided by CSXT between Chicago and Detroit Oak Yard. The haulage agreement currently limits CP's volumes to 2,500 feet per day each way.⁴⁰ The additional volumes reflected in the Growth Plan were therefore constrained to the difference between existing volumes and the 2,500 foot cap.⁴¹ Second, KCS's access to the Houston-area is via trackage rights on UP, which contain a restriction requiring that movements have a prior or subsequent haul on Tex Mex's original Laredo-Robstown/Corpus Christi line (or move to or from a shipper facility (but not a transload facility) on KCS's

³⁷ See Workpaper "Growth Plan Intermodal Loaded and Empty Rail Car Balance.docx."

³⁸ See Workpaper "CPKC Growth Intermodal.xlsx."

³⁹ See Workpaper "Growth Plan Intermodal Loaded and Empty Rail Car Balance.xlsx."

⁴⁰ See Appendix I, Growth Plan Train Details, train symbols 142/143.

⁴¹ See Brown/Zebrowski VS at 702, ¶ 57.

Victoria-Rosenberg line). Accordingly, the Growth Plan adds no traffic that would violate this restriction, such as traffic originating in Houston and destined to points north.⁴²

111. From the perspective of the train and blocking design of the Growth Plan, the Plan took account of the likelihood that CPKC Transaction-related traffic growth will not take exactly the shape (in terms of precise mix, volume, and timing) represented in the traffic file on which the Growth Plan was based. The Growth Plan is a reasonable and reliable estimate of how CPKC's operations would be structured to handle forecasted traffic growth; it therefore provides a robust estimate of the operating and other savings realized from the CPKC transformation. CPKC will have the assets and capabilities it needs to be nimble and able to adjust as the Transaction is implemented in the real world.

112. Table 3 below summarizes the operational effects of incorporating Transaction-related traffic changes in the Growth Plan:⁴³

⁴² See Wahba/Naatz VS at 269, ¶ 54.

⁴³ As depicted in Figure 11, the differences between the modeled Base Plan and modeled Growth Plan ton-mile outputs were calibrated to conform to the known quantities associated with the anticipated Transaction-related traffic increases. See Workpaper "Trains Per Day and Gross Ton Miles.xlsx."

TABLE 3
CHANGES IN OPERATING STATISTICS INCORPORATING THE GROWTH PLAN⁴⁴

Description	Base Plan	Optimized Plan	Optimized vs. Base Plan	Growth Plan	Growth vs. Optimized Plan
Gross Ton Miles	385.6B	385.6B	N/A	462.0B	19.8%
Running Car Miles	4.47B	4.47B	N/A	5.35B	19.7%
Intermediate Handlings	24.05M	23.65M	-1.7%	24.40M	3.2%
Train Hours	2.97M	2.83M	-4.4%	2.87M	1.4%
Train Miles (Freight)	49.93M	48.26M	-3.3%	51.86M	7.4%
Gross Ton Miles/Train Mile	7,724	7,991	3.5%	8,910	11.5%
Locomotives/Train	2.72	2.71	-0.1%	2.72	0.1%
Locomotive Unit Miles	50.08B	48.34B	-3.5%	52.46B	8.5%

113. Statistics regarding Growth Plan segment-level train counts, traffic densities, yard activity and other metrics are reported in the Appendix Tables and set forth in the workpapers.⁴⁵ As with the Optimized Plan, the changes to Base Plan traffic relative to that underlying the October 2021 Operating Plan flowed through to the Growth Plan, as explained in Section 5.2 and Appendix S, and affected the running car miles, train miles, and locomotive unit miles statistics in Table 3. But as also explained in Section 5.2, those changes did not affect the *impact of the Transaction* on trains, tonnage, or other operating statistics. The effect of the Transaction on efficiency (through the combination of the CP and KCS networks) and the impact of Transaction-related traffic growth, as modeled in the Growth Plan, remain unchanged.

⁴⁴ See Workpaper “Cost Metrics Growth Model.xlsx.” Growth Plan figures are slightly different from those set forth in Table 2 in the October 2021 Operating Plan (App Vol. 2, page 287) as a result of a calculational error that was identified (and corrected) in connection with the preparation of this Amended Operating Plan.

⁴⁵ See Workpapers “Trains Per Day and Gross Ton Miles.xlsx,” “CPD MREE Growth.xlsx,” and “TPD MREE Growth.xlsx.” See also Appendix B.

114. Although the Optimized Plan and the Growth Plan reflect only Transaction-related growth in traffic to enable apples-to-apples comparisons that isolate the effects of the Transaction, the Operating Plan Team also considered sources of “organic” growth in traffic volumes (in other words, growth that would be experienced by CP and KCS independent of the Transaction) in order to confirm – and demonstrate to the Board – that the operation of the combined network will be fully resourced and capable of an efficient operation without congestion or service degradation. The Operating Plan Team’s analysis of capacity (including the desirability of infrastructure investments in several locations) and other resourcing need took account of both (a) anticipated organic growth in the volume of traffic currently handled by CP or KCS as well (b) the new traffic that will be attracted by the Transaction.⁴⁶ Forecasts for organic growth in KCSR/KCSM traffic were based on normal-course-of-business planning processes for all years.⁴⁷ Forecasts for CP organic growth were based on normal-course-of-business planning processes up to 2023.⁴⁸ Beyond 2023 CP traffic growth is based on forecasted North American economic growth with commodity specific opportunities overlaid.⁴⁹

115. The Year 3 and Year 5 train counts and tonnage densities that factor in organic growth as well as Transaction-related traffic increases are reported in the workpapers⁵⁰ and in

⁴⁶ Only the volume growth that will be attracted by the combined network was considered in quantifying the Transaction-related effects.

⁴⁷ See Workpaper “Cygnus Forecast - CP Management Adjusted_ToddWVersion.xlsm.”

⁴⁸ See Workpaper “MYP GTMs - October 4th, 2021.xlsx.”

⁴⁹ See Workpaper “Macro - Indicator Summary (08.19.2021).pdf.”

⁵⁰ See Workpaper “Capacity Segment TPD Output.xlsx.”

Appendix T, which is an updated version of the “Master Segment Table” previously provided to OEA for use in its environmental review of the Transaction.⁵¹

116. The Operating Plan Team, using their professional expertise, examined these “all-in” future traffic volumes on a segment-by-segment basis and concluded that that they could be accommodated by the Growth Plan operations and capacity. The additional on-demand trains necessary to handle organic growth were identified, and the Team determined that the organic growth in other traffic could be handled by the trains modeled in the Growth Plan (albeit with some increase in tonnage/train length). The Team then reviewed the resulting train counts and yard processing, and determined that layering on organic growth would not result in any incremental need for additional capacity beyond the variable resources (like fuel, etc.) that would naturally be tapped to accommodate traffic growth.⁵²

117. Development of these three scenarios (Base Plan, Optimized and Growth Plans) enables the Board:

- (a) by comparing the Base Plan to the Optimized Plan, to understand the operating efficiencies that would immediately be realized by combining CP and KCSR/KCSM into an integrated system that takes advantage of a fully-integrated and optimized plan;
- (b) by comparing the Base Plan to the Growth Plan, to understand how the CPKC network would achieve incremental efficiencies and support the growth in traffic resulting from extended hauls, rail-to-rail diversions, truck-to-rail diversions, and other traffic growth opportunities that flow from Transaction-related benefits (including additional opportunities that did not exist in the 2019 base year) over the first three years following Control; and

⁵¹ Segment-level post-Transaction GTMs that included organic growth were calibrated to the known system-level quantities that included anticipated Transaction-related traffic increases, plus organic growth, added to actual 2019 system-level GTMs. See Workpapers “Cost Metrics Growth Model.xlsx” and “System Calibration.docx.”

⁵² This analysis was a manual exercise drawing on the experience and expertise of the Operating Plan Team, and did not lead to the creation of a workpaper.

- (c) as a result of the analysis of the traffic levels associated with combination of Transaction-related traffic increases and organic growth, to confirm that the CPKC network will be resourced to provide attractive rail transportation services well into the future.

3.4. GENERAL CATEGORIES OF TRAFFIC ON THE COMBINED NETWORK

118. In developing the operating assumptions under each of the Plans described above, CP assigned each movement to one of four traffic categories; manifest, intermodal, automotive, or bulk.

3.4.1. Manifest

119. Manifest (or merchandise) traffic includes all railcar shipments that are not in intermodal, automotive, or bulk (unit train) service. Although these movements are often referred to as single railcar movements, manifest traffic is frequently handled in blocks of 10, 20, 30 or more cars depending on the origin customer's capacity and the size of the order being fulfilled. Manifest shipments usually make one or more stops along their route to be switched from one block to another, or from one train service to another.

3.4.2. Intermodal

120. Intermodal refers to the transportation by rail of containerized shipments, either in domestic/marine container or in trailers that move between modes of transportation without unloading the lading. Intermodal terminals are often separated from standard railcar yards, and are designed for the secure and efficient handling of the containers and trailers from railcars to trucks (or vice versa). When volumes are sufficient, solid intermodal trains are built to expedite movement from an origin to a single destination location. Solid intermodal trains are typically designed to stop only for crew changes and fueling, although exceptions are made to set-out or pick-up intermodal cars.

3.4.3. Automotive

121. Automotive traffic generally falls into two categories of shipments: auto parts and finished vehicles. Auto parts are extremely time sensitive due to “just-in-time” transit commitments agreed to between the rail carrier and the customer (usually an automotive manufacturer or “OEM”). Auto parts with time sensitivities move in general manifest (or, if containerized, intermodal) trains but are managed to ensure tight connections between trains to protect service commitments.

122. Finished vehicles typically move in groups of multilevel railcars to accommodate the volume of traffic released from automotive assembly plants. When volumes warrant, solid trains of finished vehicles with limited stops en route, similar to solid intermodal trains, offer the quickest transit times and fewest railcar handlings from origin through to destination. Reduced handlings also minimize the chance of the vehicles inside the railcars being damaged, for example, by “jumping their chocks.”

3.4.4. Bulk

123. Bulk train service refers to on-demand solid (or unit) trains handling commodities such as grain, coal, sulphur, or potash. In recent years, unit trains of ethanol, crude oil, and frac sand have been added to the unit train mix on CP and other North American railways. All of these commodities can also run in manifest service, with the difference being that bulk train origin and destination stations are able to load and/or unload solid trains, often in less than 24 hours. Locomotives typically remain with these unit trains to avoid the costs and delay of deadheading power to/from the terminal. Bulk service is designed to require no work en route other than crew changes and fueling, although longer-distance trains do receive intermediate safety inspections en route. In terms of train size, unit trains range from 100 cars for grain or

sand trains on CP's U.S. network up to 200 cars per train of potash. Locomotives are assigned on a maximum-tonnage-per-unit basis.

3.5. TRAFFIC FLOWS, BLOCKING PATTERNS, LINE SEGMENT, AND YARD ACTIVITY CHANGES

3.5.1. Traffic Flows

124. As noted earlier, three scenarios were developed in MultiRail to aid in analyzing pre- and post-Transaction traffic flows for the scheduled train network (with on-demand unit trains layered onto that network to support traffic levels). The first, the Base Plan, represents CP's and KCS's separate traffic flows and operating plans. The second scenario, the Optimized Plan, established the revised car flows, blocking, and train plans in a combined system based on current levels of traffic. The third scenario, the Growth Plan, developed further car flow, blocking, and train plan revisions that would enable the combined network to efficiently handle the additional traffic anticipated from extended hauls, rail-to-rail diversions, truck-to-rail diversions, and multi-year growth anticipated over the period of transaction implementation, culminating in Year 3 post-transaction when the transaction would be fully implemented.

3.5.2. Blocking Patterns

125. To realize opportunities for improved service and efficiency on a combined CP/KCS system, train schedules and blocking patterns were revised and new services established using two processes. First, a longer-distance blocking plan for the combined system was designed with the aim of reducing intermediate handlings by blocking deeper into the combined network. Train runs were extended to match the deeper blocking, which reduces the number of handling events on cars and locomotives, generating efficiencies in the use of assets as well as improving service levels experienced by CP/KCS customers. For example, blocks built today by CP in Chicago or St. Paul for Kansas City were evaluated for potential extension to Shreveport

and other points on the KCS system. Similarly, blocks built today by KCS in Shreveport for Kansas City were evaluated for potential extension to Chicago, St. Paul, and other CP points.

126. The design process used was an iterative one. To illustrate, it begins at a logical location where opportunities exist to reduce switching activity consistent with supporting existing or improved service levels. Terminal blocking plans were reviewed from a minimum block size threshold of an average of ten or more cars per day to evaluate potential long-distance block candidates. The number and length of classification tracks in a given yard may constrain the total number of blocks that can be established. As a result, the longest-distance blocks form the foundation of the blocking plan, with intermediate blocks layered onto the longer-distance trains. The overall objective was to reduce the number of times an average car has to be switched between its ultimate origin and ultimate destination. Imposing this discipline across the breadth of a combined network resulted in many changes in the blocking design and the amount of blocking performed at various yards across the network.

127. Second, the plan was refined for each train using a tool in MultiRail called the “Block By-Pass Opportunity” report, a feature that analyzes the existing design and suggests new blocks to make and yards to bypass. The suggested options were assessed for practicality in terms of block size, possible train connections, how the proposed block affects service levels, and the traffic composition of the new block. This process was repeated until no further incremental improvements were observed.

128. To improve customer service levels wherever practicable, the frequency of train service was increased to daily and balanced in both directions. The goal was to provide consistency to both service and operations, the latter in terms of a simpler daily plan that is repeatable – *e.g.*, the same block departs on the same train every day. Repetitive plans are

measured and continuously improved. Continuous improvement is the foundation of PSR and creates reliability across the network.

3.5.3. Line Segment Changes

129. CP calculated train counts and gross ton-miles for each line segment for (a) the Base Plan and (b) the Growth Plan (*i.e.*, Year 3). Detailed and comprehensive train counts and tonnage densities are reported on a segment basis in Appendix A, along with the Transaction-related increase in those metrics. Appendices L, N, and P provide maps depicting subdivision-level Base Plan train counts, while Appendices M, O, and Q provide maps depicting subdivision-level Growth Plan train counts.⁵³ These Appendices report Year 3 train counts that include only Transaction-related traffic changes, and not organic growth.

3.5.4. Yard Activity Changes

130. The train and blocking changes designed into the Optimized Plan and the Growth Plan resulted in changes in yard activity. As an anticipated consequence of the revised, integrated network design, several yards would experience significant reductions in the volume of traffic that requires yard processing – most notably Kansas City, MO and several KCSM yards in Mexico. These changes yield lower costs, increase capacity, and improve reliability and service performance. Appendix B displays all yard volume changes under the Optimized and Growth Plans.⁵⁴

⁵³ These appendices reflect the small changes in train counts relative to the versions filed with the Operating Plan in October 2021, as explained in Section 5.2. Appendix A reports all trains on each segment, including local trains. Appendices L-Q report train counts on a subdivision (rather than segment) basis, and thus report, for each subdivision, the *maximum* number of trains (excluding locals) in any of the segments comprising the subdivision.

⁵⁴ Appendix B is a direct output from MultiRail. It is substantively unchanged relative to the version filed with the Operating Plan in October 2021, and reflects the corrected headings from the version filed with the Board on February 17.

131. Consistent with CP's ordinary course practice, where operational redesigns entailed the creation of a new "block swap" in lieu of the processing of individual railcars or groups of cars in a yard, the block swaps are not treated as involving any "yard processing" activity. In CP's approach to designing block swaps, the activity generally is planned to occur at crew change locations with tight inbound-to-outbound train connections rather than at other locations along the mainline or in the body of a classification yard. The planned block swaps take advantage of the inbound crew's ability – without material additional workload – to place a block on outbound tracks for connection to another train. As a result, CP does not treat block swapping as a "process" in a yard, and block swaps are not tied to the workload or budget of switching assignments.

3.6. REALIZATION OF TRAFFIC GAINS AND CONSOLIDATION OF BENEFITS

132. As discussed above and in the Wahba/Naatz Verified Statement, the integration of the CP and KCS networks will be complete within the first three years of Board approval of control, leading to significant and recurring benefits. Over that period, the combination will lead to growth in the CPKC traffic base (with that growth achieved by the end of Year 3), and in tandem with that growth, CPKC's operational design will evolve to add train services, lengthen those trains as traffic is added, and add capacity and other resources (in the form of operating employees, sidings, double track, CTC, railcars, locomotives, and other assets).

133. This is the period during which the combined railroads will swiftly establish improved new single-line service offerings and commercial initiatives, invest in improved signaling and capacity enhancements on the core North-South routes of the CPKC system, and attract additional new traffic from other railroads and the highways as a result of these initiatives. During this period, increases in traffic resulting from extended hauls, rail-to-rail diversions, truck-to-rail diversions and additional merger-related market opportunities are expected to result

in significant economies of scope and scale that will support the realization of the associated operating efficiencies. Some new traffic opportunities may take longer to develop as they involve seasonal demands (*e.g.*, propane volumes in winter vs. summer) or longer-term capital investments by CP/KCS or third parties (*e.g.*, a potential intermodal/automotive facility serving Southeast Texas, new grain elevators in Southeast Iowa).

3.7. APPROACH TO CONSOLIDATED OPERATIONS

3.7.1. KCS Current Train Operation

134. Appendix C contains schematics describing the KCSR/KCSM pre-Transaction train schedules in effect in the first quarter of 2021.⁵⁵

135. The current KCSR/KCSM train design can be broadly described as a hub and spoke design centered on Shreveport Yard and Sanchez Yard (just south of Laredo). Trains are designed to send traffic to these major hubs for further processing. Two such examples are KCSR manifest trains “M-KCSH,” from Kansas City to Shreveport, and “M-ARSH,” from Artesia, MS to Shreveport. The pattern is similar on KCSM, with manifest trains “M-MYSZ” and “M-MYSZ2,” both from Monterrey to Sanchez, and “M-SZMY” and “M-SZMY2,” both from Sanchez to Monterrey, illustrating twice daily services in Northern Mexico.

136. The blocks currently established within each train profile largely mirror this hub-and-spoke structure. For example, manifest traffic arriving (or originating) Kansas City is currently forwarded to Shreveport in a mixed block for classification there into new blocks: (a) east to Meridian, Jackson and Artesia, (b) southeast to New Orleans, and (c) south and southwest to Port Arthur and Mossville (on the western side of the Lake Charles, LA area). At Shreveport, traffic for Mexico is processed and sent to Sanchez Yard for further handling. At Sanchez,

⁵⁵ Appendix C is unchanged relative to the version filed with the Operating Plan in October 2021.

traffic is processed into blocks for key stations along the line, such as larger terminals at Monterrey and San Luis Potosi, as well as smaller locations such as Saltillo and Escobedo.

137. Another feature of KCS's current operation is that many of KCS's scheduled trains run only on select days of the week rather than daily. Examples are manifest train "M-SHKC2," from Shreveport to Kansas City, which operates only on Monday, Wednesday, Friday, and Saturday (*i.e.*, "xMxWFS"); manifest train "M-SHDA," from Shreveport to Wylie, which operates SxTWTFS; and intermodal train "I-DAAT2," from Wylie to Meridian, which operates xxxWxFx. This scheduling approach is driven by specific line-of-business considerations. For example, a pure intermodal service may operate less than daily because average intermodal traffic volumes are too low to warrant daily service. However, this means that when traffic surges (as it inevitably does) the current KCS/KCSM train plan must use "as required" or extra train profiles to supplement scheduled services. Examples are intermodal train "I-DALR," from Wylie to Laredo, and manifest train "M-JAKC," from Jackson to Kansas City. KCSM takes a similar approach in Mexico. KCSM "as required" examples are automotive trains "A-ESNL," from Escobedo to Nuevo Laredo, "A-SLUP," from San Luis Potosi to Laredo, and "A-TLBN," from Toluca to Laredo. These as required trains are typically one way moves with no reciprocal return symbol, which often results in assets and crews that are stranded, which requires dead-heading of crews and limits utilization and resource optimization.

3.7.2. CP's Application of PSR

138. Appendix D contains schematics describing CP train schedules in effect in the first quarter of 2021.⁵⁶

⁵⁶ Appendix D is unchanged relative to the version filed with the Operating Plan in October 2021.

139. Based on CP's long experience with PSR, it is understood that daily service for all lines of business in all directions creates a predictable daily schedule that encourages the railroad and its customers to collaborate to achieve predictable and reliable operations. This substantially reduces expenses such as car dwell and deadheading of locomotives and crews. This experience informed the approach to designing a consolidated plan for the CP/KCS system that took advantage of its greater scope and density with both efficiency and service reliability as the primary objectives.

140. It is important to emphasize that the principles of PSR, which have been embraced by both CP and KCS independently, are built on the premise of constant re-evaluation and optimization. The operating plans described herein are based on the traffic and diversion studies of a fully-combined CP/KCS system as undertaken by Applicants using the best information available.

4. CP/KCS COMBINED NETWORK OVERVIEW

4.1. COMBINED NETWORK - PRINCIPAL ROUTES

141. CP and KCS intersect only in Kansas City, where they already share yard facilities, and the two railroads have no overlapping or parallel routes. As a result, there will be no change in the principal routes operated by either railroad. There will be no abandonments or discontinued operations anywhere on the combined system as a result of the Transaction. Instead, the combination of end-to-end networks will enable the more efficient operation of the two railroads' routes, lowering costs and improving the level of service provided to customers for North-South traffic moving on the combined CP/KCS system via Kansas City. Instead of KCS's and CP's separate lines ending at Kansas City, longer-distance trains along with more far-reaching blocks are possible, allowing service to be expedited through a reduction in car handlings and locomotive changes.

142. At the same time, CP/KCS will keep open, both operationally and commercially, all existing gateways. It is therefore anticipated that CP/KCS will support efficient interchanges – and continue to interchange large volumes of traffic with other Class I railroads – for example, at Laredo (with UP), Robstown (with BNSF), Jackson (with CN), Chicago (with CSX, NS, UP, BNSF, and CN), and Minneapolis/St. Paul (with BNSF and UP). The Operating Plan does not contemplate any changes to the CPKC train services to/from these gateways.

4.2. COMBINED NETWORK - CONSOLIDATION OF MAIN LINE OPERATIONS

143. Appendix E contains schematics describing proposed CP and KCS train schedules post-Transaction.⁵⁷ The CP/KCS Optimized and Growth Plans anticipate daily and balanced train services where volume permits, daily train services handling mixed intermodal/manifest traffic in cases where volumes are insufficient to support trains dedicated to one category of traffic.

4.3. COMBINED NETWORK - YARD PROCESSING AND BLOCK DESIGN CHANGES

144. The proposed changes in the operation of an integrated CP/KCS system will affect the role of yards. As traffic flows to new, longer distance blocks, the number of cars per day going into a yard will be altered.⁵⁸ Some yards will get busier, while others will experience reductions in workload. Table 4 lists key yard locations and the difference in number of cars processed per day under the Base Plan and the Optimized Plan.

⁵⁷ Appendix E is unchanged relative to the version filed with the Operating Plan in October 2021.

⁵⁸ See Appendices B and F.

TABLE 4
ANTICIPATED YARD WORKLOAD (±10 CARS PER DAY) - BASE PLAN TO OPTIMIZED PLAN⁵⁹

Yard	Processed Cars Base Plan	Processed Cars Optimized Plan	Difference in Cars / Day
San Luis Potosi	533.86	567.32	33.46
Shreveport	869.29	892.39	23.11
Escobedo	278.04	297.29	19.25
Nahant (near Davenport, IA)	363.61	380.07	16.46
Laredo	1062.21	1078.64	16.43
Mexico City	186.00	196.36	10.36
San Juan Del Rio	51.29	40.93	-10.36
Jackson	391.82	378.21	-13.61
Salinas Victoria	199.61	185.68	-13.93
Monterrey	995.00	967.43	-27.57
Beaumont	189.54	157.86	-31.68
Saltillo	62.82	28.43	-34.39
IFG (near Kansas City)	97.96	54.93	-43.04
Queretaro	223.07	173.71	-49.36
Kansas City	581.54	506.46	-75.07
Vanegas	140.96	0.50	-140.46
Sanchez (near Nuevo Laredo)	1562.25	1179.21	-383.04
Nuevo Laredo	532.64	105.68	-426.96
Grand Total			-1130.4

145. The large decreases in cars per day processed at Nuevo Laredo and Sanchez Yard are the result of building longer-distance blocks for the combined CP/KCS network, which reduces the amount of handling at the border yards, thereby reducing transit times and other costs of handling this traffic. For example, in the combined network, blocks that bypass Nuevo Laredo and Sanchez are made possible because other yards – especially Shreveport – will be relieved of some workload by yards north of Kansas City that will in turn be building blocks that bypass those intermediate points. It is important to note that blocking plans are subject to

⁵⁹ See Workpaper Appendix B and Workpaper “MREE Yard Activity Reports Summary,” tab “Summary.”

constant adjustment and will necessarily evolve with changes in traffic volumes and composition on the CP/KCS network.

146. The decrease in cars per day at Kansas City is a reflection of no longer terminating CP and KCS train symbols at Kansas City, and the impact of longer distance blocks supporting a through train service. For example, under the Optimized Plan yards in St. Paul, MN and Nahant, IA (near Davenport) will create blocks to Shreveport and Sanchez from the north; and Shreveport will create blocks to Nahant and St. Paul from the south.⁶⁰ This will reduce the need for processing CP/KCS traffic in Kansas City. In addition, having Shreveport create separate blocks for each railroad with which CP/KCS will interchange at Kansas City will further reduce the need to classify traffic at Kansas City.

147. In the Optimized Plan some yards like Shreveport and Monterrey produce more blocks. Table 5 below provides a list of the CP/KCS yards (sorted in alphabetical order) that will make more blocks under the Optimized Plan (vs Base Plan). Complete details of changes to blocks can be found in Appendix F.⁶¹

⁶⁰ See Appendix F.

⁶¹ Appendix H shows the changes to train design in the Optimized Plan. Appendices F and H are unchanged relative to the versions filed with the Operating Plan in October 2021.

TABLE 5
ADDITIONAL LONG DISTANCE BLOCKS BY YARD
BASE PLAN TO OPTIMIZED PLAN⁶²

Yard	Additional Blocks
Ahorcado	2
Corpus Christi	2
East St. Louis	2
Encantada (IMS)	1
Escobedo	2
Interpuerto (IMS)	3
IFG (near Kansas City) (IMS)	1
Jackson	3
Jalapa	1
Laredo	4
Lecheria	1
Matamoros	1
Meridian	2
Mexico City	2
Monterrey	4
Nahant (near Davenport, IA)	2
Pedro C Morales (near Monterrey)	1
Puerta Mexico (IMS)	4
Queretaro	2
Rojas	2
San Luis Potosi	4
Sanchez (near Nuevo Laredo)	4
Santa Maria	2
Shreveport	7
Silao	1
St. Paul	2
Toluca	2
Tultepec	1

148. The total number of blocks a given yard can build daily is a function of the number of classification tracks in the yard, the length of each track, and the number of times per day the traffic is pulled from the tracks and departed. Under certain circumstances where a track is pulled and departed more than once per day that same track can be used to build additional

⁶² See Appendix B and Workpaper “MREE Yard Activity Reports Summary.” These values are changed from the version of this Table (“Table 4”) in the October 2021 Operating Plan because the prior figures reflected incomplete totals.

destination blocks. Other practices can optimize the use of available yard trackage. For example, the large blocks taking up two or more tracks can be broken into additional long blocks that use the same track space but reduce intermediate handlings/switching at other yards. In the case of local-area traffic and small block over-the-road work, two or more small blocks can be assigned to the same track by local assignments, thereby maximizing the use of all available yard trackage. The Operating Plan Team analyzed existing and planned yard infrastructure for each of KCS's yards in the United States and Mexico and took into account available yard capacities in developing Operating Plans. Analysis concluded that there would be no need for additional yard capacity on the KCSR and KCSM network.⁶³

4.4. GROWTH PLAN – PRINCIPAL ROUTES

149. Appendix G contains schematics describing proposed CP and KCS train schedules post-Transaction.⁶⁴

150. Transforming the separate CP and KCS networks into a single, integrated network creates the opportunity to optimize service design around a combined traffic base and a larger, coordinated operating footprint. This, in turn, will improve customer service and promote efficiency for both customers and CP/KCS by speeding up traffic, smoothing day of week volume levels, increasing train productivity, and decreasing operational costs. Daily train services carrying long-distance blocks will allow traffic to remain moving on trains for longer distances, minimizing delays and costs associated with extra processing of traffic.

⁶³ This analysis was a manual exercise drawing on the experience and expertise of the Operating Plan Team, and did not lead to the creation of a workpaper.

⁶⁴ Appendix I shows the changes to train design in the Optimized Plan. Appendices G and I are unchanged relative to the versions filed with the Operating Plan in October 2021.

151. As an illustration, consider the effects on locomotive utilization. Because locomotives remain working on trains for longer durations without changing off, there is reduced intermediate dwell time compared to shorter lengths of haul. The same concepts apply to rolling stock. The resulting improvements in efficiency include reduced transit times, lower handling costs, reduced dwell, and less inventory that otherwise consumes available capacity in yards.

152. Some illustrations of how these principles will be applied to the CP/KCS network include:

- Under the Optimized Plan: The separate CP St. Paul to Kansas City and KCS Kansas City to Shreveport trains would be combined, with new blocking at St. Paul that would eliminate the reprocessing of traffic that currently takes place at Kansas City. The result would be an average reduction in shipment transit time of 24 hours through Shreveport and connecting to a new extended symbol train 262 for a further reduction of 24 hours on a shipment to Apodaca.⁶⁵
- Under the Growth Plan: CP's current Toronto-to-Chicago service would be extended through to Lazaro Cardenas bypassing intermediate processing at Nahant, Kansas City, Shreveport, Laredo, Sanchez, Vanegas, and Escobedo.
- For full details of the design changes that CP anticipates, please refer to Appendices H and I.

153. With a consistent daily train plan, CP/KCS will be able to design and implement precision train meets. Integrated CP/KCS train services will run in routine time slots allowing for increased train lengths by design. Not only will this improve productivity, it will allow for volume fluctuations without negatively affecting dwell time. Over a longer time horizon, this operational design will make capital planning for siding and yard capacity expansion simpler to model and build, further contributing to train service that is more predictable.

⁶⁵ See Appendix H and Workpaper "clover bar to apodaca base to optimized.pdf."

154. The principle of balance guides this design. Even when traffic levels are not available to run the daily design, balance still applies. For example, even if it is sometimes necessary to run train service less than daily, schedules can still be designed to ensure power and crew cycles are optimized, which in turn reduces crew held-away time and deadheading of crews to home terminals and ensures that locomotive power is shared efficiently between bi-directional train pairs.

155. An example of a proposed change unlocked by the CP/KCS combination that will improve efficiency relative to current KCS operations involves current manifest trains “M-SHLC” and “M-LCSH,” which operate between Shreveport and Mossville, LA. Train “M-SHLC” is scheduled to depart Shreveport at 0800 hours four days per week (xMTxTxS), arriving Mossville at 1645 hours. Return train “M-LCSH” is scheduled to depart Mossville at 1330 hours only three days a week (xMxWxFx), arriving Shreveport at 2230 hours. By changing service days for “M-SHLC” to SxTxTxx, crew and locomotives will be available to supply the return train on alternate days (xMxWxFx), avoiding the dwell of locomotives at Mossville over Sunday and Tuesday and a corresponding deadhead of crews.

156. The ability to deploy longer, safer trains is a key component of running an efficient combined network supporting increased traffic flows. To assist in operating longer trains, CP’s Train Area Marshalling tool (or “TrAM”) – a proprietary train dynamics and territory analysis program developed in house – will allow CPKC to determine where to place locomotives within each train. In contrast to traditional static rules published in a timetable format, TrAM takes into account grade and curvature in all of the territories a specific train will traverse and checks its predictions against a live consist at each work event location. TrAM checks train consists to ensure safe marshalling of cars within the train, including as cars are

picked up or set out en route. This software will support the safe and efficient operation of longer trains on the combined CP/KCS network.

4.5. GROWTH PLAN - PROPOSED CP/KCS OPERATIONS

157. The Growth Plan incorporates the combined network operations needed to attract and support the additional traffic that will flow to the combined network as a result of the transaction. The traffic additions will be the result of improved transit times, more reliable service, and the commercial benefits associated with single-line service, as summarized below and in the testimony of Messrs. Brown/Zebrowski, Mutén, and Wahba/Naatz, who also describe in detail the nature and sources of the additional traffic. Of the four categories of traffic (intermodal, automotive, manifest and bulk), growth in intermodal is the single most significant driver of the changes in train design to support the multi-year traffic forecast underpinning the Growth Plan.⁶⁶

158. The end-to-end nature of the CP/KCS network makes planning for this forecasted traffic growth relatively straightforward. Traffic will flow from origins on CP in Western Canada and the Upper Midwest via CP's line between St. Paul and Sabula Junction to Kansas City. Traffic will also flow from origins in Chicago, Detroit, and Eastern Canada via CP's line between Chicago and Sabula Junction to Kansas City. South of Kansas City that traffic will be delivered to destinations on KCS in Arkansas, Mississippi, Louisiana, and Texas, and throughout Mexico. Northbound traffic will flow in reverse.

⁶⁶ See Workpaper "MREE Inflation Data - FINAL 20210723 (Original Upload for dwnld_TrafficInflationNEW).xlsx."

4.5.1. Through-Train Service

159. The additional traffic density associated with the Growth Plan will support scheduled through-train services characterized by extended train run distances, increased train lengths, new block and train assignments, updated scheduled times, and both increased daily service and train pair balancing where volumes permit. Because traffic remains on the train for longer distances, dwell times and re-handling at intermediate yards are substantially reduced. These efficiencies result in more efficient utilization of locomotives and freight cars, which in turn adds to the capacity available to support further traffic increases.

160. Longer trains and consistent daily train services will also result in smoother and more predictable traffic flows. This, in turn, minimizes the chances of “bubbles” of traffic hitting yards on unscheduled trains. Consequently, customers will experience a more reliable service that will enable them to more accurately plan their transportation-dependent workflows. Examples of new train services that will accommodate the anticipated growth and deliver the through-train benefits include the new CPKC trains listed below:

- ***CPKC Trains 160 and 161***, operating daily between Minneapolis IMS and Toluca (2640 miles)
 - Intermodal and manifest traffic
- ***CPKC Trains 162 and 163***, operating daily between Bensenville IMS and Wylie, TX (1221 miles)
 - Intermodal and manifest traffic
- ***CPKC Trains 170 and 171***, operating daily between Toronto and Lazaro Cardenas (3190 miles)
 - Intermodal, automotive and manifest traffic
 - Detroit intermodal connects to/from CPKC Trains 142 and 143 at Bensenville
 - Replaces CP Trains 140 and 141 between Bensenville and Toronto
- ***CPKC Trains 174 and 175***, operating daily between Bensenville IMS and Interpuerto (2170 miles)

- Intermodal and manifest traffic
- ***CPKC Trains 176 and 177***, operating daily between Bensenville IMS and Lazaro Cardenas (2650 miles)
 - Intermodal only connecting the Port of Lazaro Cardenas with Chicago and serving intermediate Mexican markets at Salinas Victoria and Encantada

161. The Growth Plan reflects operations that will support anticipated steady-state traffic flows over the long run. In some cases, additional long-distance blocking will be instituted when warranted by seasonal (or other) increases in traffic volumes. For example, it is anticipated that traffic flows will not always support daily long-distance manifest blocks between Western Canada to KCS destinations. However, during winter months, seasonal propane shipments and/or other fluctuations in traffic likely will warrant additional longer-distance blocks, allowing the combined entity to further reduce overall handlings.

4.5.2. Local Train Service

162. The Growth Plan is able to provide effective service to the combined network traffic using the same local service designs that CP and KCS operate today. As CPKC integrates the two networks, in-depth reviews of local service levels may reveal opportunities to adjust local assignments to provide further improvements in the service provided to customers. CP plans to approach this process – referred to as “white-boarding” – on a customer-specific basis to design services that consider end-to-end customer transit time along with the service timing and frequency that meets the customer’s needs. The process will review such factors as spotting capacity, loading and unloading time, and private fleet sizing to address the customer’s supply chain needs and improve its asset turns.

4.6. GROWTH PLAN - YARD AND TERMINAL ACTIVITY CHANGES

163. As a result of an Operating Plan that reduces reliance on intermediate yard handlings, the majority of yards on the combined network will see only minor increases in the

volume of cars processed or number of blocks made even with the anticipate traffic increases.

Most CP/KCS system yards will continue to operate at volume levels similar to those experienced today.

164. Table 6 below summarizes the anticipated effects on system yards under the Growth Plan – *i.e.*, at the end of Year 3.

TABLE 6
YARD AND TERMINAL ACTIVITY CHANGE > 25 CARS/DAY
OPTIMIZED PLAN TO GROWTH PLAN⁶⁷

Yard	Processed Cars Growth Year 3	Processed Cars Optimized Plan	Change in Cars Processed	% Change in Cars	Originating Blocks Growth Year 3	Originating Blocks Optimized Plan	Change in Originating Blocks
BENSENVILLE IMS	403.12	128.82	274.29	213%	22	13	9
LAZARO CARDENAS (IMS)	237.05	36.18	200.87	555%	13	11	2
SANCHEZ	1324.31	1179.21	145.09	12%	32	32	0
WYLIE (IMS and Manifest)	392.57	255.61	136.96	54%	14	7	7
BENSENVILLE	1094.86	982.75	112.11	11%	87	83	4
QUERETARO	283.72	173.71	110.00	63%	16	15	1
SCHILLER PARK AUTO	76.21	3.00	73.21	2440%	1	1	0
ST PAUL	1793.95	1724.79	69.17	4%	63	63	0
IFG (IMS) (Near Kansas City)	119.94	54.93	65.01	118%	9	5	4
SHREVEPORT	949.99	892.39	57.60	6%	37	35	2
SALINAS VICTORIA (IMS)	222.64	185.68	36.96	20%	15	10	5
MINNEAPOLIS IMS	111.33	76.96	34.36	45%	20	15	5
TORONTO YARD	385.05	356.04	29.02	8%	41	41	0
ESCOBEDO	263.15	297.29	-34.14	-11%	24	24	0
LAREDO	1043.75	1078.64	-34.90	-3%	5	5	0
MONTERREY	930.33	967.43	-37.10	-4%	27	29	-2
JACKSON	340.00	378.21	-38.22	-10%	23	23	0

165. Due to their size and strategic importance in the merged network, two of the largest yards on CP’s system, St. Paul and Bensenville, will see meaningful changes in classification demand.

⁶⁷ See Appendix B and Workpaper “MREE Yard Activity Reports Summary,” tab “Summary.”

166. St. Paul Yard is CP's only remaining U.S. hump operation. This Milwaukee Road-era yard was extensively re-built in 1951 into a hump yard that currently builds 28 manifest road blocks, out of a total of 63 blocks.⁶⁸ Although post-Transaction volumes at St. Paul Yard will be virtually unchanged, a modest increase of 69 cars a day processed and the addition of one block to Shreveport, about 1,181 route miles away will be added to the yard.⁶⁹ This increase in processing is well within the capacity of the yard's configuration and associated resource needs.

167. CP's Bensenville yard is located near Chicago's O'Hare airport. The original yard dates from 1916 but has changed dramatically in the ensuing 105 years – most notably its transformation into a 70-track classification yard in 1953. In the 1990s the yard was rebuilt into its current configuration, with an intermodal facility on the east side. Manifest traffic flows into Bensenville for processing from the north (via CP's Milwaukee route); from the south (over CP's route from Kansas City via Nahant); from the East (over NS trackage rights and CSX haulage), and from interchange with other carriers across the Chicago terminal area. Post-Transaction, Bensenville will see an increase of 112 cars for processing daily. Bensenville will be tasked with building four new merchandise blocks: to Shreveport, Sanchez, Monterrey, and San Luis Potosi. The latter block would be the second longest distance manifest block on the combined network at 2,160 miles, behind only the current Calgary to Montreal block at 2,388 miles. Bensenville will also face additional demand from anticipated growth in automotive and intermodal traffic.

168. CP has already planned a transformation and expansion of Bensenville's capacity, unrelated to the Transaction, taking advantage of an increased footprint unlocked by a settlement

⁶⁸ See Appendix B.

⁶⁹ See Appendix B and Workpaper "St Paul to Shreveport Block Distancer result from MREE KCS Optimized Plan_ADDED.doc."

with the Illinois Tollway that will allow the relocation of an embankment carrying a UP line across the center of the yard. While that project is underway, Bensenville will be supported by CP's nearby Schiller Park intermodal terminal and other CP facilities so as to avoid overloading Bensenville while it is undergoing expansion and reconfiguration to support future traffic levels. Following the reconfiguration of Bensenville, Schiller Park's role as an intermodal and automotive terminal will be curtailed.

169. On KCSR/KCSM, yards with reduced blocking and/or processing activity include Kansas City, Nuevo Laredo, Sanchez, and Vanegas.⁷⁰

- ***At Kansas City***, which is discussed in greater detail in Section 5.3.1 below, traffic moving beyond Kansas City will bypass processing at the Joint Agency yard that CP and KCS share. The existing track configuration allows for trains moving between CP and KCS to run straight through and complete crew changes on double-track segments north and south of the current connection between CP and KCS trackage.
- ***At Nuevo Laredo and Sanchez***, in close proximity to the U.S.-Mexico border, changes to the combined network blocking plan drive a reduction in activity because blocks will be built in the United States that bypass processing there, and vice versa.
- ***At Vanegas***, the Optimized Plan shifts all processing to other yards, given the lack of any need for additional work at this location to support local switching activity.

170. KCS yards with increased blocking and/or processing include the following:⁷¹

- ***Shreveport*** will play a more prominent role in the post-Transaction train design. Ten new manifest blocks will be built, destined for Bensenville, Kansas City/BNSF interchange, St. Paul, Nahant, East St. Louis, Vicksburg, MS, Port Arthur, TX, Sanchez, Monterrey, and San Luis Potosi. The yard has sufficient capacity to accommodate this expanded role.
- ***San Luis Potosi*** yard will see an increase of 38 cars per day and the requirement to produce four new blocks under the Optimized Plan. As

⁷⁰ See Appendix B.

⁷¹ See Appendix B.

with Shreveport, the yard has sufficient capacity to accommodate this expanded role.

171. Other changes in yard processing will occur as volume migrates to the combined CP/KCS network. At St. Paul, Chicago and Jackson, among others, some portion of the traffic currently interchanged with other roads will migrate to single-line service. The Operating Plan has taken into account these traffic shifts and simultaneously assured that there is sufficient capacity to handle them and that existing service levels are maintained at the existing gateways that will see reductions in interchange volumes.⁷²

5. IMPACTS ON RAIL TRAFFIC

5.1. IMPACTS ON TRAIN VOLUMES, GROSS TON-MILES AND TRAFFIC DENSITY

172. The tables set forth as Appendix A contain a detailed, segment-by segment breakdown of the changes in train counts and traffic density between the Base Plan and the Growth Plan to accommodate Transaction-related traffic growth.⁷³ The operational improvements made possible by the Transaction will enable the integrated CPKC network to handle the same volume of traffic with fewer, more-efficient, longer-distance train pairs. As volumes increase over time, new train services will be added to support growth.⁷⁴ In many lanes, such as CP's Chicago and Elgin Subdivisions in Illinois, the expansion of the CPKC train network will lead to reductions in the average length of trains as the additional traffic is spread

⁷² This analysis was a manual exercise drawing on the experience and expertise of the Operating Plan Team, and did not lead to the creation of a workpaper.

⁷³ The Appendix A tables report densities for the same segments previously reported in the Master Segment Table provided to OEA (and in the Appendix accompanying CP-43/KCS-30), which made a few minor adjustments to the manner in which certain Operating Plan Workpaper segments were reported to facilitate OEA's review of environmental impacts. Certain segments used in the MultiRail modeling process (often labeled "(Other)") were omitted where they did not reflect real-world CP or KCS line segments with actual train activity.

⁷⁴ See Section 4, above and Appendices G and E.

across more train starts and train length is managed to make efficient use of available siding locations.

173. The segment-level tonnage densities associated with the Base Plan and Growth Plan are also in the density tables and maps set forth in Exhibit 14 (Parts B and C). Part A of Exhibit 14 contains the tonnage density tables and maps for 2019 and 2020 as maintained by CP and KCS in the ordinary course. As Applicants have previously explained (*see* CP-37/KCS-24 at 9, CP-43/KCS-30 at 2, 11-12), all comparisons between pre-Transaction (base year 2019) traffic levels and post-Transaction traffic levels should begin with the Base Plan data reflected in Appendix A (hereinafter the “Operating Plan Base Densities”), and *not* the 2019 density data set forth in Part A of Exhibit 14 (hereinafter the “Ordinary Course Exhibit 14 2019 Densities”).

174. Appendix A shows, for each segment:

- (a) in Column (1), the Base Plan train count;
- (b) in Column (2), the incremental change in train count Applicants anticipate from the Transaction;
- (c) in Column (3), the Growth Plan Year 3 train count reflecting Transaction-related traffic changes (*i.e.*, growth);
- (d) in Column (4), the Base Plan traffic density (in millions of ton-miles per mile of road (“MGT”));
- (e) in Column (5), the incremental change in traffic density Applicants anticipate from the Transaction; and
- (d) in Column (6), the Year 3 Growth Plan density reflecting Transaction-related traffic growth.

175. Appendix S provides a detailed breakdown identifying the changes in the train counts and densities reflected in Appendix A as compared to the figures reflected in the workpapers underlying the Operating Plan filed in October 2021.

176. All of the datapoints in Appendix A are also reflected in Appendix T, but formatted to exactly match the formatting of the Master Segment Table provided to OEA in October 2021. Appendix T also reports the segment-level increments to train counts (in the form of additional on-demand trains) and density from organic growth, as well as the all-in train counts and densities in Year 5 (reflecting both Transaction-related growth and organic growth).

177. Appendix U summarizes the change in environmental screening metrics (train count changes and percentage increases in MGTs) relative to the Master Segment Table provided to OEA in October 2021 in response to its Information Request No. 1. Because all of the trains added to Base Plan traffic were on-demand trains that do not require processing in yards, yard activity metrics were unchanged.

5.1.1. Explanation for Differences in 2019 Baseline Data

178. We provide below a further explanation of the differences between the Ordinary Course Exhibit 14 2019 Densities shown in Part A of Exhibit 14 and the Operating Plan Base Densities reflected in Part B of Exhibit 14 and in Appendices S and U.

179. ***The Ordinary Course Exhibit 14 2019 Density Data.*** The density figures reflected in the maps and tables in Part A of Exhibit 14 were generated separately by CP and KCS in the ordinary course using the different methodologies these two railroads employed to calculate gross ton-miles (“GTMs”), assign GTMs to individual segments, and calculate the millions of gross tons per mile of road statistics reported in these maps and tables. Because these density maps/tables were the ordinary course 2019 “density charts” for these two separate railroads, we provided them in Exhibit 14 (now Part A) of the Application in compliance with 49

C.F.R. § 1180.8(a)(5) (2000). For reasons we discuss, however, these data did not provide a reliable baseline for isolating the effects of Transaction-related traffic gains and operational changes.

180. ***Operating Plan Base Density Data.*** The “Base” density figures developed in the Base Plan and set forth in Appendices S and U (and in Part B of Exhibit 14) were developed in connection with the preparation of the Operating Plan based on methodologies that calculated densities consistently for the CP and KCS networks both pre- and post-Transaction. Because of these consistent methodologies, the Operating Plan generated the *change in densities* anticipated from the incremental Transaction-related traffic growth and operational changes – reported in Appendix A as “Transaction-Related Growth,” with the same figures reported in Appendix T as “Merger Related Growth” (in order to match the format of the original Master Segment Table).

181. As discussed above, to develop the Operating Plan for a combined CPKC network, we conducted extensive analysis of the baseline traffic and operations of the separate CP and KCS networks, added the anticipated Transaction-related traffic growth to those networks, and then designed comprehensive post-Transaction Operating Plans to first integrate the two networks and then accommodate the expected traffic changes.

182. We began by mapping (using the MultiRail tool for scheduled trains) the pre-Transaction traffic of CP and KCS to the pre-Transaction train plans used by those separate railroads to flow that traffic across their networks. In combination with unscheduled train traffic, this mapping created a baseline model of pre-Transaction operations (the “Base Plan”). This work also allowed us to calculate the system-level and segment-level traffic densities associated with the Base Plan.

183. With a Base Operating Plan in place, we then developed (again, using the MultiRail tool) an “optimized” operating design for the integrated CPKC system, and then adjusted that plan to accommodate anticipated Transaction-related traffic growth, resulting in what Applicants’ Operating Plan refers to as the “Growth Plan.” *See* Paragraphs 104-16 above.⁷⁵ Like the Base Plan, the Growth Plan enabled the calculation of system-level and segment-level traffic densities associated with CPKC’s anticipated traffic and operations. These segment-level densities are reported in Appendices S and U and in the Operating Plan workpapers and also in the Exhibit 14 Part C density tables and maps.

184. Appendices S and U isolate the changes in train counts and densities resulting solely from the changes in traffic and operations associated with the Transaction (*i.e.*, excluding organic traffic growth). For train counts, this impact is reported in Column (2) of Appendix A, labeled “Transaction-Related Train Count Change.” For densities, this impact is reported in Column (5) of Appendix A, also labeled “Transaction-Related MGT Change.”⁷⁶

185. There are differences at the segment level between the Ordinary Course Exhibit 14 2019 Densities and the Operating Plan Base Densities generated from the Operating Plan. Those differences arose because of different methodologies used to calculate segment densities, which involved both (a) differences between the ordinary course 2019 figures and the figures generated as part of the Operating Plan work and (b) differences in the way the separate railroads’ (CP and KCS) 2019 figures were generated. Among those differences:

⁷⁵ As noted in Section 3.3 above all analyses of Transaction-related effects considered only the traffic growth that would occur as a result of the Transaction, not organic growth.

⁷⁶ The same figures are in the “Merger Related Growth” columns of the Tonnage and Trains Per Day portions of Appendix T.

186. First, the Operating Plan Base and Year 3 Densities exclude locomotive tons, whereas the CP, KCS, and KCSM 2019 figures (*i.e.*, the Ordinary Course 2019 Exhibit 14 Densities) include that tonnage.

187. Second, the Operating Plan Base and Year 3 Densities assign GTMs based on the number of miles that a gross ton is moved across the segment, whereas for KCS's and KCSM's 2019 figures any tons touching the segment were treated as if they traversed the entire segment, resulting in considerably higher GTMs per mile in the KCS and KCSM 2019 Exhibit 14 segment-level density figures for many segments.

188. Third, KCS's Ordinary Course Exhibit 14 2019 density figures for certain segments reflected anomalous assignments of tonnage to particular segments that made their use problematic for purposes of pre- and post-Transaction comparisons, and those anomalies drive differences between the Ordinary Course Exhibit 14 2019 Densities and the Operating Plan Year 3 Densities. For example, on KCS's "Meridian Speedway" route between Shreveport, LA, and Meridian, MS, KCS's 2019 density figures appear to assign too much traffic to the Shreveport-Sibley segment and too little to the Gibsland-Monroe segment relative to other segments in this route. These anomalies would make it appear (incorrectly) that Year 3 densities, even taking account of anticipated organic growth, would be 12 percent lower on the former segment and 60 percent higher on the latter, when in fact Applicants anticipate approximately 36-48 percent growth associated with a combination of organic growth and Transaction-related traffic increases.

189. Table 7 below compares the proper apples-to-apples view of the Meridian Speedway segments (comparing Operating Plan Base Plan and Growth Plan Year 3 Densities) with the flawed apples-to-oranges view that would result were Growth Plan Year 3 Operating

Plan densities compared with Ordinary Course Exhibit 14 densities. Anomalies like this showed up in the 2019 KCS and KCSM density data for many segments, precluding the use of that data as an appropriate baseline for accurately assessing Transaction impacts.

TABLE 7
COMPARISON OF MERIDIAN SPEEDWAY SEGMENT DENSITIES⁷⁷
(MGTS, INCLUDING ORGANIC GROWTH)

Segment	Correct Comparison			Incorrect Comparison		
	Op. Plan Base	Op Plan Year 3	% Change	2019 Exh. 14	Op Plan Year 3	% Change
Shreveport - Sibley	35.90	48.09	33.96%	54.66	48.09	-12.02%
Sibley - Gibsland	34.41	46.09	33.94%	28.66	46.09	60.82%
Gibsland - Monroe	36.51	48.77	33.58%	29.71	48.77	64.15%
Monroe - Vicksburg	29.88	39.40	31.86%	30.01	39.40	31.29%
Vicksburg - Jackson	29.64	38.22	28.95%	34.32	38.22	11.36%
Jackson - Newton	30.18	38.14	26.38%	32.26	38.14	18.23%
Newton - Meridian	26.59	36.09	35.73%	28.54	36.09	26.45%

190. Finally, the manner in which the Base Operating Plan was developed had a small effect on the allocation of gross ton-miles to segments on the CP and KCS/KCSM networks for the base period. As spelled out above, the Base Plan is built on CP's and KCS's early 2021 operational design and a representative "peak" period of traffic data from October 2020 (supplemented by on-demand trains identified based on traffic records in the early part of 2021). See ¶¶ 81-91 above. As explained at Paragraphs 79-80 above, this enabled a more reliable Base Plan for several reasons, including the ability to match traffic with the actual operational design that flowed that traffic in the real world (which was lacking on KCS/KCSM for 2019) and the ability to take account of efficiencies achieved in KCS's operations between 2019 and 2021 that pre-date the Transaction.⁷⁸

⁷⁷ See Workpaper "Table 13 Comparison.xlsx."

⁷⁸ By including these changes in the Base Operating Plan, our methodology appropriately avoided crediting them as Transaction-related efficiencies.

5.1.2. Why the Operating Plan Base Density Data Provide the Appropriate Baseline for Assessing Transaction-Related Changes

191. As the discussion above illustrates, it would be inappropriate to assess Transaction-related changes in traffic density using the Ordinary Course 2019 Exhibit 14 data as a starting point. The data in Exhibit 14 were not generated using the same methodology as the Growth Plan Year 3 data and therefore would not support valid comparisons between pre- and post-Transaction traffic densities.

192. By contrast, the Operating Plan Base Densities (reported in Appendices S and U) were generated using the same methodologies used to develop all other density data, including the Year 3 data and – perhaps most importantly – the “Transaction/Merger-Related Growth” densities reported in Appendices S and U, which accurately and reliably show what will change (and only what will change) as a result of the anticipated effect of implementing the Transaction.

193. Comparisons using these consistent Operating Plan densities wash away the confounding impact of all of the methodological differences between CP and KCS/KCSM density figures, as well as the inevitable differences in methodology between the Operating Plan approach to these calculations and the railroads’ separate ordinary course approaches. The density comparisons set forth in the Master Segment Table and Density Data Workpaper therefore provide a reliable basis for assessing the Transaction’s impact on traffic levels for the environmental and transportation aspects of the Board’s public interest review.

5.2. CHANGES IN BASE AND YEAR 3 DENSITIES AND TRAIN COUNTS RELATIVE TO DATA PRESENTED IN THE OCTOBER 2021 VERSION OF THE OPERATING PLAN ACCOMPANYING THE APPLICATION

194. The Board’s Decision No 17 requests that Applicants explain any differences between the data presented with this Amended Operating Plan and that presented in the original Operating Plan. This section describes those changes, none of which is material. Appendix S

provides a detailed catalog of the differences for each segment and the reasons for them. The key point to understand is that the operational changes necessary to integrate CP and KCS and accommodate the expected traffic attracted to CPKC's new single-line services *have not changed at all since October 2021*. The expected new traffic is unchanged, and as a result the anticipated operational changes that will both accommodate that traffic and generate efficiencies also remain the same. The changes from October 2021 slightly alter the Base Plan train counts and tonnage densities, and so affect the Growth Plan statistics as well, but the Transaction-related effects are unchanged (except when assessed in percentage terms). And because the changes to Base Plan traffic relate solely to unit trains that require no yard processing, statistics on yard workload are unchanged.

195. The changes that are reflected in the Amended Operating Plan are as follows:

a) First, in the course of amending the Operating Plan, we became aware of certain instances in which trains that operated in the Base Plan were not reflected in train counts (and thus tonnages) for certain of the segments over which they operated. These omissions resulted from the data on these train movements containing incomplete identification of the individual "nodes" that they passed within a given segment. We corrected these omissions, marginally increasing Base Plan train counts on some segments (and also increasing Growth Plan train counts for the same segments). In these cases, there were also small changes in Base Plan and Growth Plan tonnage densities because the weight of the added trains was added to the segments (and in addition because those added trains led to slight changes in the average train weights on the affected segments that were used to calculate densities). These corrections had no impact on Transaction-related train impacts (changes in train counts or MGTs), since all

of the new trains associated with the Transaction had already been flowed correctly over the CPKC network in the Growth Plan.⁷⁹

b) Second, also in the course of amending the Operating Plan, Applicants became aware of a small number of on-demand unit trains that had been omitted from the Base Plan traffic group, which led to an undercount of trains and tonnage on the segments over which these trains operated. Applicants have corrected the omissions, increasing Base Plan train counts (and associated tonnage) on the segments over which the additional trains operated (and also increasing Growth Plan train counts for the same segments). As above, the added trains led to slight changes in the average train weights on the affected segments that were used to calculate densities, which also affected Base and Growth Plan densities. These corrections also had no impact on Transaction-related train impacts (changes in train counts or MGTs), again since all of the new trains associated with the Transaction had already been flowed correctly over the CPKC network in the Growth Plan.

c) Third, the Amended Operating Plan makes three sets of corrections unrelated to the corrections to Base Plan train counts (and related densities). (i) As noted above, we have revised Appendix R to show the updated location of one of the siding extensions that Applicants plan to build to accommodate anticipated growth in train volumes. *See* Paragraph 296, footnote 122 and Table 11 below. This change has previously been communicated to OEA. (ii) At Paragraph 169 of the October 2021

⁷⁹ One of the material changes reflected in Appendix S had previously been identified and corrected in connection with the preparation of the Master Segment Table provided to OEA in October 2021. Specifically, the Clinton, IA-to-Water Works, IA segment was adjusted to accurately show the same Base Plan train count and density as the adjacent segment (Water Works-Nahant). This is shown as a change relative to the workpapers underling the October 2021 Operating Plan because those workpapers were not adjusted to reflect the correction.

Operating Plan, we erroneously stated that the Transaction would increase the number of trains on the CP lines in New York and Vermont over which Amtrak operates. This is incorrect; there will be no increase in the number of trains on these segments, as shown in Appendix A. (iii) A few additional small corrections were identified in the course of preparing this Amended Operating Plan, which we note and explain where the changes are reflected in this document.

196. As discussed below, these modest changes in Base Plan and Growth Plan train counts and densities do not reflect any change at all in anticipated Transaction-related impacts, and do not occasion any need for other changes to the Operating Plan. We have carefully assessed whether the slightly higher number of trains in the Base and Growth Plans on certain segments would lead to further additions to capacity or additional resources and concluded that they would not.

5.3. IMPACTS ON TRAFFIC MIX

197. The CP/KCS network will closely mirror the U.S. rail network as a whole from the standpoint of traffic mix.

5.3.1. Manifest

198. Manifest traffic will comprise approximately 46 percent of carloads handled by the combined CP/KCS as compared to 49 percent for all U.S. railroads combined.⁸⁰ Major commodities typically handled as manifest traffic include automotive, petroleum, chemicals, forest products, consumer products, metals, and minerals. Nationwide, key flows of manifest traffic are similar.

⁸⁰ See Workpaper “FTI traffic mix work paper.xlsx.”

5.3.2. Intermodal

199. Intermodal traffic will comprise approximately 18 percent of carloads handled by the combined CP/KCS as compared to 15 percent for all U.S. railroads combined.⁸¹ Major commodities typically handled in intermodal service includes import / export traffic, and domestic intermodal traffic with a wide variety of commodities handled within these two sub-segments.

5.3.3. Bulk

200. Bulk traffic comprises approximately 36 percent of carloads handled by the combined CP/KCS as compared to the same percentage for all U.S. railroads combined.⁸² Key flows of bulk traffic include grain from Western Canada and the U.S. Midwest to the ports of Vancouver, Portland, and Thunder Bay as well as destinations in the Gulf States and Mexico; coal traffic from southeast British Columbia to the Port of Vancouver; ethanol from the U.S. Midwest to points in the Northeast; crude oil from northern Alberta to the Gulf Coast, among others.

5.4. IMPACTS AT KEY NETWORK POINTS

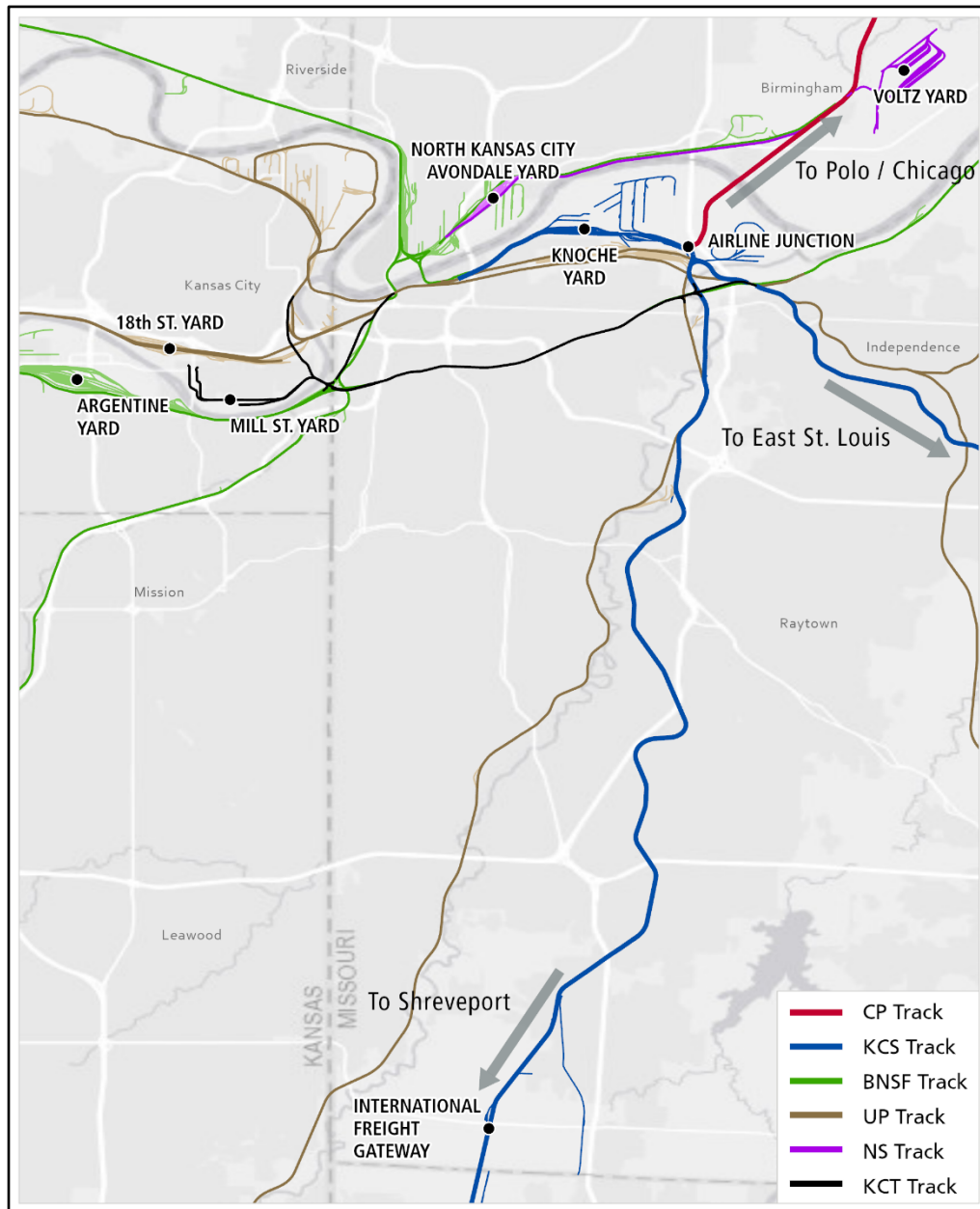
5.4.1. Kansas City

201. CP and KCS connect at a single point – Kansas City. CP and KCS trackage connect at Airline Junction, but they interchange traffic at their adjacent jointly-owned yard (referred to as the Joint Agency or “Knoche Yard”). CP manifest trains from the north pull into Knoche Yard, and are broken up for interchange with the various carriers in Kansas City. KCSR manifest trains from the south do the same. These points are depicted in Figure 8 below.

⁸¹ *Id.*

⁸² *Id.*

FIGURE 8
KANSAS CITY TERMINAL AREA



202. Pursuant to their Joint Agency relationship, CP and KCS share responsibility for the operation of the yard and the conduct of operations, including interchanges with other railroads in Kansas City. CP and KCS each provide switch engines along with yard and local

crews. Lead jobs classify cars in the Joint Agency's Knoche Yard for local customer delivery and interchange with BNSF, NS, UP, and Kansas City Terminal Railway ("KCT"), as follows:

- BNSF: Each railroad is responsible for a reciprocal three month rotation transferring cars between the Joint Agency Yard and BNSF Argentine Yard.
- NS: Each railroad is responsible for a reciprocal four month rotation, transferring cars both directions between the Joint Agency Yard and NS's Avondale Yard.
- UP: Each railroad is responsible for a reciprocal four month rotation, transferring cars in both directions between the Joint Agency Yard and UP's 18th Street Yard.
- KCT performs the interchange in both directions between KCT's Mill Street Yard and the Joint Agency Yard.

203. CP operates bulk and manifest train service to and from Kansas City. Bulk trains are interchanged with BNSF and UP at or via Airline Junction. Under a recently-executed interchange agreement with KCS, CP may operate bulk trains through Airline Junction, changing crews with KCS at the International Freight Gateway (IFG), 23.4 miles to the south so as to avoid occupying single-track mainline or blocking the leads to Knoche Yard. In turn, KCS may operate bulk trains to CP through Airline Junction to Polo, MO, 42.1 miles to the north of Airline Junction.

204. CP's only scheduled train service southbound to Kansas City is the daily Train 474, which originates at St. Paul and picks up additional Kansas City manifest at Nahant and Muscatine. Train 474 enters the Joint Agency via the CP/UP inbound track and is yarded on the designated receiving tracks. Joint Agency switch crews classify inbound cars into the classification tracks in Knoche Yard, connecting to local customer jobs and transfers for connecting carriers. Cars can connect to KCS's trains "M-KCSH" and "M-KCSH2" for processing at Shreveport or depart east on train "M-KCVN" for locations between Kansas City and East St. Louis.

205. Northbound, Joint Agency switch crews classify outbound CP Train 475 with manifest traffic from KCS trains “M-SHKC” and “M-SHKC2” as well as traffic from other connecting carriers and locals. Train 475 departs the Joint Agency blocked for short haul traffic, Muscatine, Nahant, and St. Paul.

5.4.2. Chicago

206. The Chicago area is a critical interchange for six Class I railways. According to the Chicago Metro Agency for Planning (CMAP), Chicago is among the most congested freight regions in the world, with freight tonnage estimated to increase by two thirds over the next 30 years. This concentration of activity can have a negative impact on the speed and performance of rail movements and also presents challenges for the community, including motorist delays at crossing and transit delays on shared passenger/freight infrastructure. Historically, Chicago’s emergence as a hub between eastern and western railroads made it a natural handoff point for trans-continental movements. Today Chicago remains the predominant interchange location between Class I railways in North America, often emerging as the most cost-effective gateway option between railroads for shippers moving freight across the continental United States.

207. Railroads operating in Chicago rely on shared infrastructure and integrated operations to move carloads through the area and to access each other’s networks. The highly integrated nature of rail operations means that disruptions in one location have the potential to affect all carriers. The risk of widespread service disruption is exacerbated by the region’s propensity for cold-weather events, such as the blizzards of 1999 and 2011 that had network-wide consequences for rail freight movements. Since 2011 new operational procedures, coordination and yard monitoring have been developed with the aim of mitigating congestion events. Nevertheless Chicago remains vulnerable to disruptions that can create chokepoints for multiple carriers and impact freight movements across broad swaths of the rail network.

208. The most significant impact of the CP/KCS combination on Chicago will come from the new single-line routing options it creates that enable shippers to *bypass Chicago entirely*. KCS is the only Class I that does not reach Chicago. CP's North-South route connecting Western Canada and the Upper Midwest with Kansas City (and the connection to KCS) bypasses Chicago 140 miles to the west. The unique end-to-end combination of these two networks at Kansas City creates a single-carrier mainline route between Western Canada and the U.S. Midwest and the South Central States and Mexico without entering the Chicago region. Single-carrier efficiencies will unlock more value through this corridor, making it a competitive alternative to traditional routing through Chicago. For shippers this means new options to avoid congestion in Chicago and competitive access to other interchange gateways served by KCS. For Chicago, this helps divert rail traffic that does not need to be in the region. CP anticipates an incremental 6.0 trains per day over the entire Marquette Subdivision as a result of the combination with KCS – volumes which will be routed around Chicago as opposed to through it.⁸³ Some of the new traffic attracted by CP/KCS single-line services will supplant interline movements for which the interchange takes place at Chicago today, reducing burdens on the Chicago terminal.

209. At Chicago, the impact of the Transaction will be minimal. Because KCS does not serve Chicago, implementing the Transaction will not require any integration of operations there. Instead, the only effects will arise from changes in traffic volumes. The combined CP/KCS system will benefit Chicago-area shippers with new intermodal services connecting Chicago with Texas and Mexico. These trains will route directly in and out of CP's Bensenville intermodal terminal on the northwest edge of Chicago using CP's underutilized Elgin

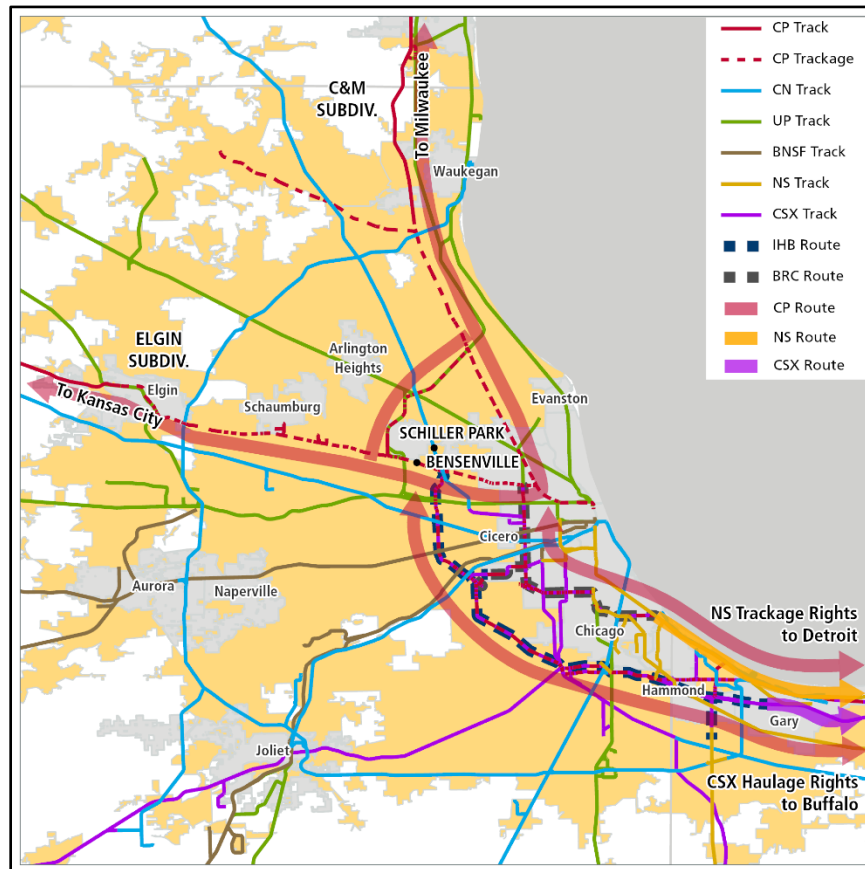
⁸³ See Appendix A ("Segment-Level Train Counts and Density Data"), Segments 51-53.

Subdivision. An incremental 8.0 trains per day are projected on this route from the Transaction,⁸⁴ handling primarily intermodal and automotive loads. From an infrastructure perspective the existing double track on the Elgin Subdivision will allow for this growth without impact to the Metra passenger service windows. Further, as noted above CP's recent land agreement with the Illinois Toll Authority and UP, will open new options for expansion of switching and container handling capacity at Bensenville.

210. Some of this new traffic will continue east of Bensenville/Schiller Park via CP's operating rights on NS and haulage rights on CSX. But that traffic will not burden the Chicago terminal, as it will bypass Chicago interchanges by routing via the IHB and BRC through routes on existing train services, as shown in Figure 9 below. All of the additional traffic east of Bensenville yard (whether to other railroads for interchange in Chicago or for movement beyond Chicago to Detroit and eastern Canada) will be accommodated in existing train services, with the result that there will be no new train operations east of Bensenville yard.

⁸⁴ See Appendix A ("Segment-Level Train Counts and Density Data"), Segment 81.

FIGURE 9
CP'S CLASS 1 RAIL NETWORKS IN CHICAGO



211. Bensenville Yard is located in the segment shown in Appendices S and U as Segment 82, “BENSENVILLE,IL - TOWER B12,IL.” The western endpoint of this segment is at Tower B17, essentially the west end of the Yard. The eastern end point is Tower B12, a short distance to the east of the yard. Because the segment straddles the yard, train count and density changes resulting from the new trains that will operate west of Bensenville were associated with the entire segment, even though the only increases will be west of the yard. Table 8 below shows the train count changes for this entire segment (as reflected in Appendices S and U), and breaks those changes down into the portion of the segment at the west end of the yard and the portion between the yard and B12.

TABLE 8
BREAKDOWN OF SEGMENT 82 TRAIN COUNT CHANGES⁸⁵

ENTIRE SEGMENT	PORTION B17-BENSENVILLE	PORTION BENSENVILLE-B12
6.4 Increase	6.4 Increase	0.0 (No Change)

212. CP’s route between Chicago and Milwaukee will see no Transaction-related increase in train counts.⁸⁶ A slight increase in manifest traffic is expected on this line, all of which can be accommodated in existing trains. In the event of future growth in bulk commodities (especially grain and crude oil) that would have moved via this line to interchange in Chicago, much of that traffic would now be routed in single-line service via the Marquette Subdivision, far to the west of Chicago.

213. The CP/KCS Transaction will also have little impact on the volume of carload traffic processed at Chicago-area yards. As noted above, CP’s own Bensenville yard will see modestly increased processing demands (approximately an 11 percent increase),⁸⁷ but most of these cars will be classified for movement beyond Chicago to other parts of the CPKC system, not for interchange with other carriers. As a result, there will be no material impact on the transfer operations in the Chicago terminal or yard processing demands at other carriers’ facilities across the terminal, and no adverse impact on terminal congestion.

214. Rail congestion in Chicago is a recognized challenge for the region and for North America’s freight and passenger rail industries. The Chicago Region Environmental and Transportation Efficiency Program (CREATE) is investing \$4.6B in an infrastructure project as part of an effort to alleviate this. The service plan for a combined CP/KCS balances new

⁸⁵ See Workpaper “Trains Per Day and Gross Ton Miles.xlsx.”

⁸⁶ *Id.*

⁸⁷ See Appendix B.

economic opportunities for shippers in the Chicago region with routing alternatives for those seeking to avoid it.

5.4.3. Laredo

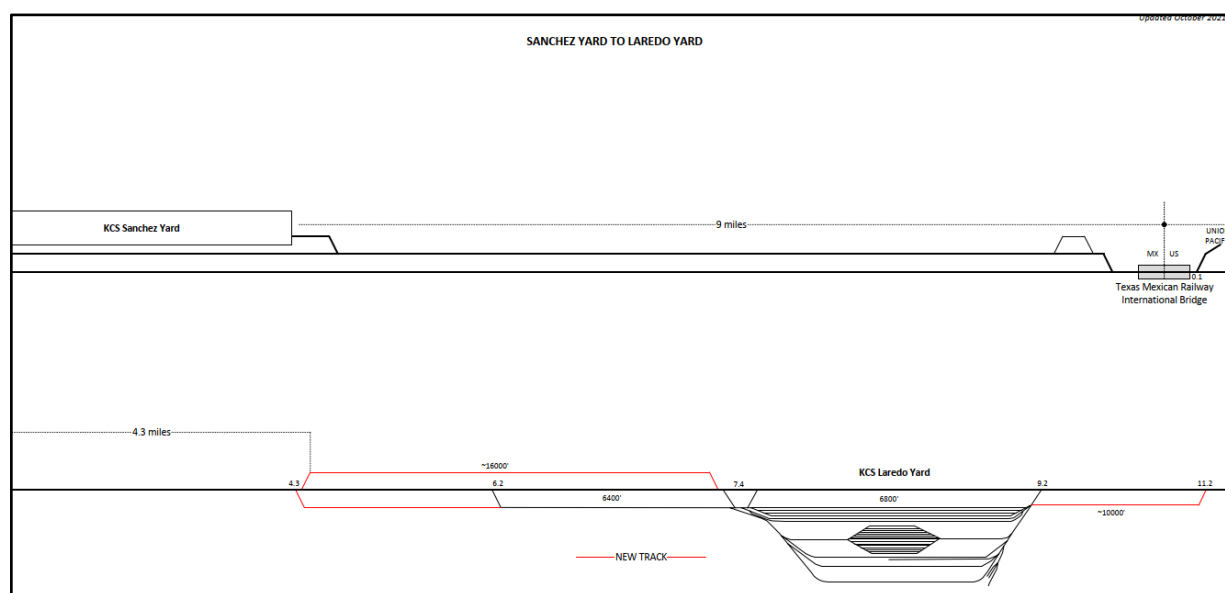
215. The Laredo Gateway is the connection with the KCSM route in Mexico and both UP and KCSR north of the border. The Transaction will not affect Laredo, except to the extent CP/KCS single-line routes attract traffic that would otherwise have moved across the border by truck.

216. The potential additional traffic that would move between KCSM and KCSR at Laredo can readily be accommodated by existing and planned infrastructure north and south of the border at Laredo/Nuevo Laredo. KCSM has in recent years significantly expanded its Sanchez Yard, approximately nine miles south of the border crossing. KCSR is in the process of expanding capacity north of the border at its Laredo Yard (approximately seven miles from the border crossing) and beyond to increase overall fluidity in the border zone and allow for increases in cross-border train volumes across the single-track International Bridge over which all of KCSM-UP and KCSM-KCSR traffic must now pass. And KCS is working to add a second bridge across the Rio Grande River at Laredo.

217. In today's operation, four hour directional windows allow trains to fleet north or south across the border. The additional capacity KCSR is adding at Laredo will allow for KCSR to receive more trains from Mexico while simultaneously receiving westbound trains from Robstown/Corpus Christi for staging closer to the border crossing (reducing the need to hold southbound trains outside of Laredo or northbound trains in Mexico. This will increase the aggregate flow of traffic across the International Bridge for both KCS and UP, as trains will be closer to the border and better able to cross as slots in the prescribed window become available.

218. Figure 10 below is a schematic showing KCS's route from Sanchez Yard across the International Bridge to Laredo Yard, and depicting the planned infrastructure improvements at Laredo Yard. UP's route north of the border is shown diverging from the KCS route immediately north of the International Bridge. UP is already able to stage trains near the Bridge, a capability KCS is seeking to achieve with its infrastructure additions.

FIGURE 10
KCSR LAREDO CAPACITY IMPROVEMENTS UNDERWAY



219. The specific goals of KCS's work are twofold:

- Advance trains towards the border to improve the train velocity and utilization of the border for all railroads serving Laredo.
- Evolve the operational model at the border to allow both UP and KCS access to the bridge upon presentation of the train, rather than restricting operations to unidirectional operating windows that necessarily impose delays on many trains with the objective of preserving fluidity under current conditions.

220. With these capacity additions, the added volumes handled by the integrated CP/KCS system will not create challenges for operations at Laredo.

6. IMPACTS ON PASSENGER AND COMMUTER SERVICE

221. The CP/KCS Transaction will not result in any detrimental impact on Amtrak or commuter operations. To the contrary, it should foster expansion in passenger operations on the CP/KCS system

6.1. AMTRAK OPERATIONS

222. Amtrak trains operate on CP and KCS by commercial agreement under statutes granting operating priority over freight trains. CP has been Amtrak's top performing host railroad for the last six years, according to their Host Railroad Report Card, and will continue to fulfill its commercial and statutory obligations during and after integration of the two railroad systems.

223. There are no adverse impacts on Amtrak operations as a result of a merged CP/KCS. While the segments on which Amtrak operates will see increases in freight train volumes, CP's infrastructure capacity over these routes together with its scheduling of freight trains to avoid conflicts with passenger train schedules will support the increased traffic without negatively affecting Amtrak service.

6.1.1. Amtrak Operations on CP Lines

224. ***Between Schenectady, NY and Rouses Point, NY:*** Amtrak's Adirondack service operates a daily train in each direction between New York City and Montreal. These passenger trains operate over 178 miles on CP between Rouses Point, NY and Schenectady, NY.

225. Amtrak's Ethan Allen Express service uses a portion of the same CP line. It operates a daily train in each direction between New York City and Rutland, VT, of which 60 miles traverses on CP between Whitehall, NY and Schenectady, NY.

226. ***Chicago-Milwaukee:*** Amtrak's Hiawatha service provides frequent passenger service between Milwaukee and Chicago, with seven trains per day in each direction Monday to

Saturday and six trains per day in each direction on Sunday.⁸⁸ CP handles the Hiawatha trains on its C&M Subdivision for 53 miles of their route between Rondout, IL and Milwaukee. CP's portion of the route is a high-capacity, double-track mainline equipped with centralized traffic control ("CTC"). The modest increase in freight traffic will not affect Amtrak service given the available capacity in this corridor and CPKC's plan to scheduling incremental freight traffic to avoid passenger trains.

227. CP remains committed to supporting Amtrak's plan to expand train frequencies on Amtrak's Hiawatha service as outlined in Amtrak's May 2021 Corridor Vision report. The proposed combination will not interfere with Amtrak's objective to deliver frequent, reliable, and sustainable intercity passenger service on this corridor.

228. **Chicago-St. Paul, MN:** Amtrak's Empire Builder service operates one train per day in each direction between Chicago and Portland/Seattle. CP handles the Empire Builder trains between Rondout, IL and St. Paul, MN (384 miles of the 2,560-mile route). The corridor is controlled by CTC and includes 115.7 miles of double-track main line and 20 long passing sidings.⁸⁹ The Transaction will increase freight traffic on this route: Between St. Paul and River Junction, MN (near La Crosse, WI), CPKC will handle a total of 6.0 additional trains per day as a result of the Transaction.⁹⁰ The existing track capacity on this route is ample and, coupled with CP's disciplined operating approach and consistent record of providing reliable passenger service, will enable CP to schedule its incremental Transaction-related freight trains to operate without adversely affecting the existing Amtrak service.

⁸⁸ See Workpapers "SCHEDULE Hiawatha-Milwaukee-Chicago-MAY 9 2022.pdf" and "SCHEDULE Hiawatha-Chicago-Milwaukee-MAY 9 2022.pdf."

⁸⁹ See Workpaper "Roundout to St Paul 2 Track and Sidings.xlsx."

⁹⁰ See Appendix A ("Segment-Level Train Counts and Density Data"), Segment 40.

229. As stated in Amtrak's Corridor Vision, the Wisconsin and Minnesota Departments of Transportation envision expanding Amtrak frequencies between Chicago and the Twin Cities. The proposed new service would be supported by government funded infrastructure investments to offset the track capacity consumed by passenger trains. The CP/KCS Operating Plan would not be an obstacle to this initiative.

6.1.2. Amtrak Operations on KCS Lines

230. KCS does not host Amtrak in the United States. However, Amtrak does operate over KCS-owned trackage to which other Amtrak Host railroads have access under joint facility and/or trackage rights agreements, and Amtrak also operates over trackage of other carriers to which KCS has access.

231. ***Beaumont-Rosenberg, TX:*** Amtrak's Sunset Limited thrice weekly roundtrip service between New Orleans and Los Angeles operates between Beaumont and Rosenberg (southwest of Houston) over trackage that CPKC will also use. Amtrak uses UP trackage between these points, and KCS also operates over this trackage under rights granted by the Board in the UP/SP merger. At Beaumont, UP has operating rights across the KCS-owned Neches River bridge, and Amtrak operates using those rights.

232. The Transaction is projected to increase KCS's train volumes between Beaumont and Rosenberg by 7.57 trains per day,⁹¹ which CPKC will schedule to avoid the time slot during which the Sunset Limited is scheduled to operate. This UP route is dispatched by UP under a directional-running scheme (in conjunction with another UP line between Beaumont and Houston that Amtrak does not use) that enhances overall freight capacity. CPKC will prioritize

⁹¹ See Appendix A ("Segment-Level Train Counts and Density Data"), Segment 149. Only half of these trains will operate on the former-SP line between Houston and Beaumont used by Amtrak because of directional operations in this territory.

Amtrak over the Neches river bridge in coordination with UP, and we anticipate that over the UP trackage between Beaumont and Rosenberg UP dispatchers will continue to afford Amtrak trains appropriate priority over freight operations, thereby avoiding any adverse impact on Amtrak's operations.

233. ***Godfrey-Granite City, IL:*** Amtrak's Lincoln and Texas Eagle Services operate 20.8 miles over a KCS-UP joint facility between Godfrey, IL and Granite City, IL (near East St. Louis), with dispatching controlled by UP. The Transaction is not expected to generate additional freight traffic on this segment, and as a result there will be no impact on Amtrak operations.

234. ***New Orleans:*** KCS has trackage rights over a short eight-mile section of CN and NS trackage between Frellsen, LA and Southport Junction, LA, providing it with access to KCS's West Yard in New Orleans. This section is shared with Amtrak's Sunset Limited and City of New Orleans services. The Transaction is not expected to generate additional freight traffic on this segment, and as a result there will be no impact on Amtrak operations.⁹²

235. CP is supportive of a proposed intercity passenger rail service on KCS's line between New Orleans and Baton Rouge. The line is already equipped with Positive Train Control ("PTC"). With sufficient investment to fortify the infrastructure for higher speeds, and additional track capacity to support service reliability, there would be no obstacle to establishing new Amtrak service in this corridor.

6.2. COMMUTER OPERATIONS

236. The operation of commuter trains on CP-owned lines and CP freight trains on commuter-owned lines are governed by joint facility agreements. These agreements restrict the

⁹² See Workpaper "Trains Per Day and Gross Ton Miles.xlsx."

times of day during which passenger and freight trains may operate. The CP/KCS combined system will avoid adverse impacts on commuter service by scheduling additional freight traffic outside of the time slots reserved for commuter operations.

6.2.1. Commuter Operations on CP Lines

237. The Northeast Illinois Regional Commuter Railroad Corporation, commonly known as Metra, provides commuter service in the greater Chicago metropolitan area. This is the only location where commuter trains operate on CP in the United States.

238. **Chicago-Fox Lake:** Metra's Milwaukee District North line provides commuter service between Chicago and Fox Lake, IL. The route covers 33 miles of Metra-owned right-of-way between Chicago Union Station and Rondout and 17 miles of CP-owned track between Rondout and Fox Lake.

239. Metra operates 18 trains per weekday and nine trains per weekend day in each direction between Rondout and Fox Lake, and 64 trains per weekday and 20 trains per day on weekends between Rondout and Chicago Union Station. The Transaction is not expected to generate additional freight traffic on this segment, and as a result there will be no impact on Metra operations.⁹³

240. **Chicago-Elgin, IL:** CP has trackage rights over 34.3 miles of Metra's Milwaukee District West Line between Tower A5 in Chicago (also known as Pacific Junction) and Almora, IL (near Elgin). This trackage is part of CP's Elgin Subdivision.

241. The Transaction is projected to increase freight traffic by 8.0 trains per day on the western 24.2 miles of this line, between Almora and CP's Bensenville Yard.⁹⁴ However, there is

⁹³ See Workpaper "Trains Per Day and Gross Ton Miles.xlsx."

⁹⁴ See Appendix A ("Segment-Level Train Counts and Density Data"), Segment 81.

ample capacity for these additional train frequencies. The Elgin Sub is double track, with triple track east of Bensenville Yard, and train slot capacity is not a concern given the low current freight train frequencies and the ample infrastructure. Metra service will not be adversely affected.

6.2.2. Commuter Operations on KCS Lines

242. KCS does not currently host commuter trains on its network in the United States. However, construction is underway by Dallas Area Rapid Transit (DART) to build its new “Silver Line,” which will overlap with 15 miles of KCS trackage rights over DART-owned trackage west of Wylie to Renner, TX. The new commuter line is scheduled to be in service in 2023. KCS operations west of Wylie are not expected to see any increase in train activity, and as a result there will be no impact on DART’s proposed operations.

7. THE LABOR FORCE REQUIREMENTS FOR THE COMBINED CP/KCS SYSTEM

243. The labor force required to support CPKC’s integrated operation will grow along with the expanding traffic base of the combined railroad. The Labor Impact Exhibit accompanying the Application provides a detailed breakdown of the locations where we anticipate new union-represented operating positions to handle the additional train volumes of the CPKC system, as they materialize over the integration period. As the Exhibit shows, we anticipate that a total of 1,031 new operating positions would be created across CPKC’s North American network, with more than 750 of those positions in the United States.⁹⁵ The precise numbers and locations of these new positions will of course depend on the pace of new traffic growth and the evolution in CPKC’s productivity over time.

⁹⁵ The Transaction’s impact on labor force needs (and other resources, such as locomotives and maintenance of way) is not changed relative to that presented in the October 2021 Operating Plan because there were no changes to the Transaction-related growth in MGTs or trains per day, and therefore the number new positions to handle the additional volumes will not change.

244. The labor force changes, including the relocation of certain operating personnel (including Soo Line dispatchers) currently based at CP's U.S. headquarters in Minneapolis to the future CPKC U.S. headquarters in Kansas City, are discussed in detail in the Verified Statements of Myron W. Becker (in Volume 2 of the Application) and Chad Rolstad (in Volume 1 of the Application).

8. EQUIPMENT REQUIREMENTS AND UTILIZATION

8.1. LOCOMOTIVES

245. The locomotive power required to effectively handle the volume of traffic anticipated under a combined CP/KCS system will be made available through improved efficiencies in locomotive utilization that will emerge from the integration of the two railways under the Optimized Plan. The integration of the combined CP/KCS system will take advantage of single-line, longer-distance and more productive train designs on the combined network, thereby reducing locomotive requirements. Additionally, the CPKC blocking plan will eliminate some yard processing activities, resulting in fewer yard locomotive assignments and further reducing the need for active locomotives. After factoring in the anticipated merger-related growth, and ongoing productivity improvements contemplated under the Growth Plan, no locomotive acquisitions would be required to handle the volumes projected by the end of Year 3.⁹⁶

⁹⁶ It is expected additional locomotives would be brought into service to handle organic growth on the CP/KCS system. Given organic growth would occur without the Transaction, it has not been counted as an impact of the Transaction. The combined fleet has sufficient locomotives to accommodate both organic and Transaction related growth.

8.1.1. Locomotive Utilization Improvements

246. As shown in Table 9 below, CP and KCS currently own or lease a total of 1,615 road freight locomotives with a combined average age of 17 years, and 806 switching locomotives with a combined average age of 34 years.

TABLE 9⁹⁷
LOCOMOTIVE FLEETS

KCS	Owned	Leased	Total	Age
Freight	809	0	809	19
Switching	199	0	199	47
Total	1,008	0	1,008	24

CP	Owned	Leased	Total	Age
Line haul	804	2	806	14
Road switcher	593	14	607	30
Total	1397	16	1413	20

Combined	Owned	Leased	Total	Age
Line haul	1,613	2	1,615	17
Road switcher	792	14	806	34
Total	2,405	16	2,421	22

247. The combination of the CP and KCS networks will enable improved locomotive utilization, thereby creating excess capacity from the legacy locomotive fleets. A significant reduction in the size of the combined locomotive fleet will be made possible by the Operating Plan developed for the combined network, allowing for improved train productivity and thus increased locomotive productivity. By optimizing the horsepower-per-ton ratio – while implementing rigorous schedules with balanced, daily train flows that naturally supply power at each end of the run of a train – improvements will be generated in locomotive cycle times, dwell and productivity.

⁹⁷ See Workpaper “Locomotive Fleet Roster KCS_KCSM August_6_2021 (with FLY data).xlsx” and current CP inventory at October 1, 2021.

248. An important PSR principle is to right-size the active locomotive fleet to match the current demand. When applied to a broader CP/KCS system, this will drive consistently higher locomotive productivity and free up locomotives for utilization elsewhere as needed.

249. Although the overall KCS fleet is slightly older than the CP fleet, the two fleets are largely compatible in type and unit capacity, which will allow the combined entity to seamlessly integrate the two fleets. With excess locomotives in the combined fleet, CPKC will be able to optimize the active locomotive assignments to the newest, most fuel efficient members of the fleet. This will improve the reliability and fuel efficiency of active trains. By extension, this will create the opportunity to remanufacture older locomotives to meet future demand.

8.1.2. Locomotive Maintenance

250. CPKC will perform locomotive maintenance at the same locations as that work is performed today on the separate KCS and CP systems. As the overall maintenance workload grows along with growing traffic and train frequencies, facilities located on KCS will naturally take on increased workload as a by-product of extended hauls through to Mexico (CP facilities are not expected to see any reduction in workload). The existing KCS maintenance facility at Shreveport has ample capacity to handle the additional activity and the anticipated incremental volumes would drive an increase in staffing of maintenance personnel of approximately 6-10 percent. We do not anticipate any change to the existing locomotive repair and maintenance infrastructure.

251. Overall, the synergies unlocked by the Optimized Plan will permit the combined CP/KCS to save at least 135 owned locomotives, relative to 2019 base levels.⁹⁸ Given the

⁹⁸ See Workpaper “Cost Metrics Growth Model.xlsx.” Because CP and KCS have increased their in-service fleets subsequent to the 2019 base year, the reduction in locomotives achieved by Transaction-related efficiencies measured against 2021 year-to-date would amount to 201 units.

growth anticipated as a result of the transaction, it is estimated that by the end of Year 3 of the Growth Plan, all of these locomotives will be added back into the operating fleet, along with 14 additional units required to handle total Transaction-related growth. The additional locomotives will be sourced from the existing un-utilized locomotives of both railways, with no need for additional acquisitions from OEMs or third parties.

252. The re-deployment of 135 locomotives over the first three years post-control will allow CPKC to pause its normal cadence of locomotive remanufacturing, removing 45 remanufactured locomotives from that program over Years 1 and 2. This will result in a net capital savings of \$90 million

8.2. ROLLING STOCK BY TYPE

8.2.1. CP and KCS Rolling Stock

253. As shown in Table 10 below, CP and KCS currently maintain a fleet of approximately 63,000 railcars (including each company's TTX allocation).

TABLE 10
COMBINED CP/KCS RAILCAR FLEET⁹⁹

Car Type	CP	KCS	Combined
Box Car	2,964	6,150	9,114
Covered Hopper	15,522	5,594	21,116
Flat Car	3,181	2,282	5,463
Gondola	5,317	3,754	9,071
Intermodal	4,530	1,811	6,341
Multi-Level	3,826	3,951	7,777
Open Top Hopper	105	289	394
Tank Car	65	64	129
Total Revenue Fleet	35,510	23,895	59,405
On Company Service	2,589	977	3,566
Total Fleet	38,099	24,872	62,971

⁹⁹ See Workpaper “Synergy and Organic Fleet Growth Summary.xlsx,” at tab “Current Fleet Table.”

254. The combination of CP and KCS will drive improvements in overall network velocity generated by increases in train speed and reductions in railcar dwell, which in turn will allow the combined system to handle the same volume of freight traffic (and provide improved service levels) using 2,850 fewer railcars.¹⁰⁰

255. CPKC railcar fleet size requirements were estimated using the following methodology:¹⁰¹

- First, the required fleet was calculated to meet demand using historical CP and KCS demand and cycle times for 2019.
- Second, 750 cars were removed from the required fleet through the implementation of the Optimized Plan, which generated improved cycle times relative to 2019 levels.
- Third, taking into account factors affecting variability such as improved fleet velocity, handlings, and distribution it was conservatively estimated that additional velocity savings could be achieved (an additional 0 to 1.5 cycle day reduction depending on fleet).

256. The result of these cycle improvements created an additional fleet reduction of 2,100 cars in addition to the 750 cars saved through the implementation of the Optimized Plan.¹⁰² These reductions will come from the older, less efficient cars, thereby upgrading the quality of cars that customers will receive.

257. The combination of these two railroads will improve the efficiency of freight car distribution and create new opportunities to triangulate railcar usage. This will allow reduced

¹⁰⁰ See Workpaper “Synergy and Organic Fleet Growth Summary.xlsx,” at tab “Summary”, Table “Summary.” CPKC railcar fleet size figures reflect small changes from those presented in the October 2021 Operating Plan as a result of the changes in pre-Transaction Base Plan traffic levels discussed above, which flowed through the fleet sizing model to yield slight increases in optimized pre- and post-Transaction railcar fleets.

¹⁰¹ See Workpapers “Fleet Requirements Analysis – Organic Growth” and “Fleet Requirements Analysis – Synergy and Organic Growth.”

¹⁰² *Id.*

empty miles as fewer cars will be reverse-routed to origin. This reduction in empty transit will improve overall fleet velocity and ensure that railcars spend more time being productive. In the process, CPKC will have an improved ability to promptly provide shippers with the empty railcars they require for loading.

258. Traffic growth resulting from the CP/KCS combination will require the expansion of the railcar fleet. The required incremental investment in railcars was determined by mapping the forecasted fleet size against projected demand for each car type, taking into account network operating improvements. To support the significant increases in both automotive and intermodal traffic anticipated in the Growth Plan, the combined entity will acquire at least 265 multilevel autorack cars by Year 3 to support increased business originating in Mexico and 831 intermodal cars to support both domestic and international intermodal services by Year 3. In addition, the growth in manifest traffic originating in Mexico will require 194 boxcars by Year 3. Increased demand for bulk shipments of agricultural products will require the addition of 604 covered hoppers.¹⁰³

259. CP/KCS will need to routinely upgrade all fleets as cars age out. These ongoing replacements are considered normal operating practice, but they do gradually improve the quality of the fleet. The current fleet will see a significant turnover in boxcars over roughly the next five years, with older and smaller “Plate C” boxcars aging out and being replaced with more efficient and higher-capacity “Plate F” cars. The upgraded cars will provide greater fleet flexibility, improving CPKC’s ability to distribute the fleet anywhere across North America to haul multiple commodities rather than simply reverse-routing empty cars back to customers.

¹⁰³ See Workpaper “Synergy and Organic Fleet Growth Summary.xlsx,” at tab “Summary,” Table “Synergy Fleet Growth Only.”

260. Every car removed from the CP/KCS fleet offers an opportunity to reduce lease costs, reduce daily car hire charges, or avoid replacement capital investments. An average railcar cost approximately \$400 per month to lease and maintain, which translates to \$4,800 per year per railcar. The cost to purchase a new railcar ranges from \$80,000 to well over \$120,000 depending on the specific type. To the extent cars in the current fleet become surplus as a result of improved fleet productivity, CPKC could realize one-time proceeds on the disposal of these older, less efficient cars, with used cars selling for \$15,000 to \$20,000.¹⁰⁴

261. By reducing its leased fleet by over 500 railcars, CPKC will avoid up to \$2.6 million in annual lease and per diem expenses. The total proceeds from disposing of cars will range from \$16.7 million to \$31.7 million depending on the sales prices realized.¹⁰⁵

8.2.2. Plans for the Acquisition and Retirement of Rolling Stock

262. Based on the analysis of CP and KCS current ownership profiles, the following acquisitions and retirements are anticipated:¹⁰⁶

- Boxcars
 - One-year acquisition strategy
 - 194 cars Year 3
- Covered Hoppers
 - Multi-year acquisition strategy
 - 67 cars Year 2
 - 537 cars Year 3
- Mill Gondolas

¹⁰⁴ Based on the average tare weight in Q3 2021 and the price of scrap at that time. *See* Workpaper “Lease Savings and Scrap or Sale Proceeds Calc.xlsx.”

¹⁰⁵ *See* Workpaper “Lease Savings and Scrap or Sale Proceeds.xlsx.”

¹⁰⁶ *See* Workpaper “Synergy and Organic Fleet Growth Summary.xlsx” at tab “Summary.”

- Return 124 TTX cars (GONX) – 124 cars in Year 1
- Return leased cars – 73 cars upon expiry in Year 3
- Sell or cascade into maintenance of way service – 1,397 cars total, prioritizing the older cars first.
- Coil Gondolas
 - Return lease cars on lease – 372 cars expiring in Year 2
 - Negotiate early return of 97 additional leased cars.
- General purpose flats
 - Allow natural attrition to occur – 67 cars by Year 3
 - Return TTX cars – 315 cars by Year 3
- Centerbeams
 - Return all TTX low capacity centerbeam cars – 246 cars by Year 3
 - Sell 205 low-capacity KCS centerbeams
 - The remaining fleet will handle anticipated annual growth based on improved cycle times.
- Multilevel Autoracks
 - Multi-year acquisition strategy
 - 39 cars Year 2
 - 226 cars Year 3
- Intermodal Flatcars
 - Multi-year acquisition strategy
 - 98 cars Year 1
 - 460 cars Year 2
 - 273 cars Year 3

263. All of the planned acquisitions outlined above will be accommodated via rental and lease arrangements. The costs for these acquisitions are reflected in the costs to handle added traffic as outlined in the Baranowski V.S.

8.3. MAINTENANCE OF WAY PRACTICES AND EQUIPMENT

264. CP operates a transcontinental railway that spans many different kinds of challenging terrain. The network traverses the Rocky Mountains, crosses the central plains of Canada and the Northern United States, and connects to the Atlantic Ocean. This variety has

given CP experience developing and implementing approaches to maintenance and capital replacement of assets which are safe, effective, and efficient in all of these different environments. To facilitate a proactive approach to maintenance, CP owns and deploys a fleet of sophisticated technology and testing vehicles to measure and analyze track conditions.

265. CP inspection and maintenance practices are directed by company officers and executed by unionized employees in three primary departments: Track Maintenance, Structures Maintenance, and Signals & Communications Maintenance. Inspection and maintenance standards meet or exceed all regulatory requirements and contribute to CP's industry-leading low rate of train accidents.

266. Maintenance staff are located strategically throughout the network at assigned bases with specifically assigned territories defining the assets for which they are accountable to inspect and maintain to CP's established standards. The number and distribution of both management and unionized staff is generally determined by the number of assets in their assigned territory and influenced by the operational requirements of the territory. Areas are assigned additional resources where a disruption to service would have more significant impacts (*e.g.*, because of the presence of a major yard, high mainline train count, or high customer density) or in which critical assets (such as lift bridges) are located.

267. CP utilizes data obtained through visual track and bridge inspections, geometry test vehicles, ultrasonic rail testing vehicles, signals and communications testing, and other specialized inspection technologies to drive both immediate maintenance actions as well as medium and long term capital infrastructure upgrades. Inspection and maintenance frequencies are increased in areas of higher train volumes. Employing these strategies has allowed CP to efficiently mitigate safety-related risks.

268. CP supplements its fleet of owned equipment used for inspection and testing with contract equipment and services. This allows CP to conduct inspections and testing at frequencies well in excess of regulatory requirements. CP also conducts geometry testing and other specialized testing that is not required by regulation, but which drives significant safety and operating benefits.

269. CP's higher frequency of testing and inspections allows for data analysis and trending, such as the development of track quality indices, alerts for growth in defect levels and to trigger maintenance intervention. The frequency at which CP undertakes inspection and testing along with analysis of the data allows us to track the infrastructure impacts associated with changes in train count, tonnage, or train consist. The rate of change in track quality indices, defect rates, and the type of impacts noted support appropriate and timely responses in maintenance and capital replacement strategies.

270. Combining the CP and KCS networks will allow for CP to deploy these strategies across the combined network, while taking advantage of KCS's successful experience and practices geared to local conditions across KCS's territory. The Operating Plan contemplates increased train counts and tonnages on several corridors, requiring some changes to the maintenance and capital investment strategies on those segments. The inspection and maintenance practices outlined will allow for appropriate adjustment of immediate maintenance as well as capital infrastructure investments.

271. Some of the immediate changes will include:

- Increase in Signals & Communications maintenance staff on subdivisions on which CTC is installed in Year 1 through 3 of the Growth Plan.¹⁰⁷

¹⁰⁷ See Workpaper "OM Staff Estimate -- KCS - track structures SC," at tab "High Level Summary."

- Accelerated capital replacement of timber bridge structures on the Marquette, Davenport, Ottumwa, Laredo,¹⁰⁸ and Kansas City Subdivisions.¹⁰⁹

272. Additional changes are possible over the longer term on subdivisions that will see significant tonnage increases, including:

- Changes in the tie replacement cycles for wood tie subdivisions, for example moving from a planned capital tie program that replaces ties on a seven-year cycle to a six-year cycle. Were such a shift to occur, it would be based on thorough data analysis of inspection and testing data.
- Changes in curve rail replacement cycles in high curvature and grade areas, for example curve rail currently lasting ten years may require rail change out in eight years under increased tonnage conditions.
- CP/KCS will perform additional or accelerated grade stabilization work over time in locations prone to slides to improve operating reliability

273. The expected volumes in KCS yards will change under the Growth Plan, resulting in increased maintenance effort and spend in yards with increased volumes and a decreased spend in yards with reduced volumes. Overall, in yards with a change of more than ten cars processed per day, positive or negative, the Growth Plan will see a net reduction of 460 cars processed per day.¹¹⁰ Therefore, the net maintenance effort and spend should not increase but may be redistributed based on the planned changes in car processing.

274. Focusing just on the KCS yards with a projected increase of more than ten cars processed per day, the daily car volumes processed in those yards will increase by approximately 659 cars per day, spanning 12 different yards.¹¹¹ The top two changes will occur at intermodal facilities. The next two biggest changes are Shreveport (80 cars per day) and Queretaro (60 cars

¹⁰⁸ See Workpaper “Lumber and Bridge Structures Summary.xlsx.” CP’s Laredo Subdivision in Missouri, named for Laredo, MO, not Laredo, TX.

¹⁰⁹ See Workpaper “Lumber and Bridge Structures Summary.xlsx.”

¹¹⁰ See Appendix B and Workpaper “MREE Yard Activity Reports Summary.xlsx.”

¹¹¹ *Id.*

per day).¹¹² The remainder of the yards have an increase of less than 40 cars per day.¹¹³ As a result, it is likely that Shreveport and Queretaro yards will see a greater proportion of the reallocation of the maintenance expense dollars.¹¹⁴

275. In CP yards, St. Paul (with a 70-car per day increase) and Bensenville (with a 112-cars per day increase) are the two yards that will see a potential increase in maintenance.¹¹⁵ The increase at St. Paul represents only a four percent increase to the overall volume, which is immaterial from a maintenance perspective. At Bensenville, the reconfiguration project discussed above should result in a facility requiring considerably less ongoing maintenance for years to come.

8.3.1. Track Evaluation Overview

276. CP owns and employs a fleet of sophisticated technology and testing vehicles to measure and analyze track conditions. The testing and data collected regarding the infrastructure condition is utilized to develop immediate maintenance actions as well as annual capital investment strategies.

277. A summary of CP owned Geometry testing assets is listed below.¹¹⁶

- 1 manned Heavy Geometry Testing consist (equipped with gauge restraint measurement system);
- 3 Autonomous Heavy Geometry Measurement System vehicles (instrumented box cars operating in revenue service);
- 1 Heavy Geometry Inspection Vehicle truck (Hirail truck, also equipped with rail profile measurement);

¹¹² *Id.*

¹¹³ *Id.*

¹¹⁴ *Id.* This statement is a deduction made from the data in the Workpaper.

¹¹⁵ *Id.*

¹¹⁶ See Workpaper “Canadian Pacific Engineering Track Systems Assets Listing.pdf.”

- 1 Light Geometry Inspection Vehicle truck (with load axle and rail profile measurement); and
- 3 Light Geometry Inspection Vehicle trucks (geometry only).

278. KCS utilizes external service providers under contract to execute their geometry testing and does not own any geometry vehicles.

279. Combining the assets of CP and KCS will allow for expansion of this strategy and increased testing frequencies.

8.3.2. Maintenance-of-Way Equipment Overview

280. CP owns an extensive maintenance-of-way (“MOW”) equipment fleet and MOW railcar fleet to facilitate execution of maintenance and capital upgrades to infrastructure. CP also utilizes ultrasonic test vehicles for rail flaw detection. CP’s approach includes a mix of five owned vehicles operated by CP staff with additional vehicles used on a contract basis. KCS similarly owns two ultrasonic testing vehicles and supplements with contracted services.

281. A summary of CP owned MOW equipment and railcars is listed below.¹¹⁷

- On track work equipment (rail/tie/ballast/surfacing crews) – 1,516
- Ballast cars – 1,065
 - Automated hoppers – 550
 - Manual hoppers – 242
 - Side air dumps – 273
- Rail/continuous welded rail (CWR) equipment
 - CWR trains – 10 (3 interchangeable @ 1,600’ and 7 non-interchangeable at 1,440’)
 - Stick rail carriers (80’- 0”) – 124
 - CWR unloading units – 6
 - CWR pick up units – 4
- Gondola fleet (wood/metal in MOW service) – 680

¹¹⁷ See Workpaper “Canadian Pacific Engineering MOW Fleet Asset Details.pdf.”

- Turnout delivery (A-frame cars) – 22
- MOW trains (9 wells each) – 3
- Plows/spreaders - 62
 - Plows – 29
 - Spreaders – 33
- Boarding car fleet (all car types) – 75
- Work equipment machine flats – 192
- Ultrasonic test vehicles – 5

282. A summary of KCS owned MOW equipment and railcars is listed below:

- On track work equipment (rail/tie/ballast/surfacing crews) – 400
- Ballast cars – 228
 - hoppers – 200
 - Side air dumps – 28
- Rail/continuous welded rail (CWR) equipment
 - CWR trains – 4 (60 cars, run as 1 long train & 3 short trains)
 - CWR unloading units/threader cars – 2
- Other MOW Rolling Stock – 1000 (flat cars, gondolas, work equipment flats, caboose cars)
- Ultrasonic test vehicles – 2

283. KCS possesses a fleet of MOW equipment and railcars consisting of approximately 590 pieces of on track work equipment, 87 ballast cars and 116 other MOW railcars. KCS does not own any CWR rail trains.

284. CP's current network is located in Canada and the Northern United States, and the associated winter weather on the network limits the use of much of this MOW equipment between November and April of each year. The generally warmer climate on the existing KCS

network would allow for utilization of some CP owned equipment on the KCS during the winter months. Greater utilization of CP-owned equipment would be expected to generate savings in ballast delivery costs which again can be utilized to invest in operational and safety improvement opportunities.

8.4. NO DEFERRED MAINTENANCE OR DELAYED CAPITAL IMPROVEMENTS

285. The true end-to-end nature of the CP and KCS networks means there will be no redundant or downgraded lines, and no reduction in the intensity of MOW activity anywhere on the system. This means no anticipated deferred maintenance or delayed capital improvements as a result of the combination of the networks.

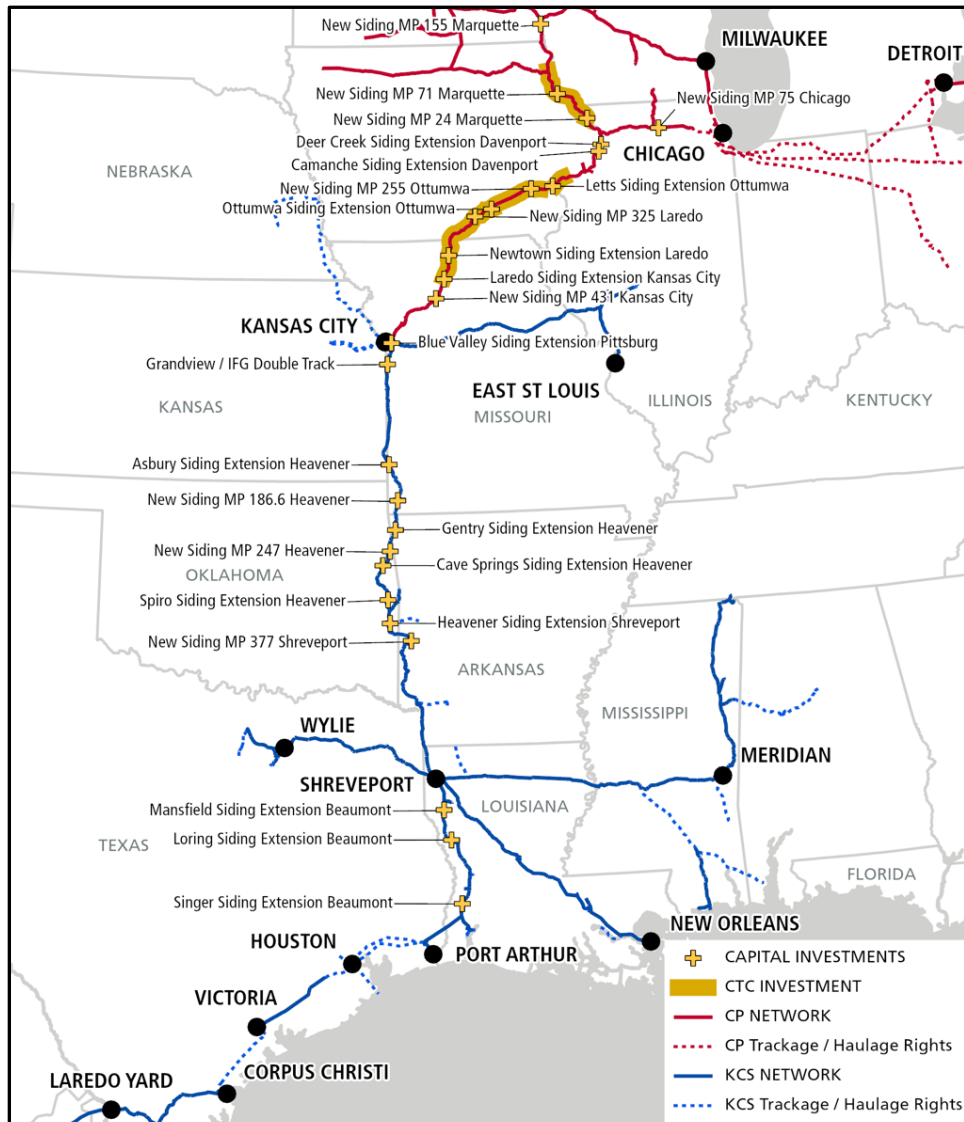
286. The combination of CP and KCS will result in opportunity to bring together the best operating and maintenance practices of both railways. CP's mature track block planning process in a PSR environment combined with owned MOW equipment assets will generate synergies by enabling work execution at lower unit cost with reduced impact on the operating plan.

9. MEETING THE CAPACITY NEEDS OF THE CP/KCS SYSTEM

9.1. LINE INFRASTRUCTURE AND CAPACITY

287. To improve service quality and accommodate the anticipated growth in traffic, CPKC will make extensive investments in line capacity and safety on its core North-South Corridor between Louisiana and the Upper Midwest via Kansas City. The CP/KCS combination, and the investment in capacity it will bring, creates a significant opportunity to inject new and invigorated competition into North-South transportation corridors connecting the United States, Mexico, and Canada. The new investments in this North-South Corridor are depicted in Figure 11 below and discussed further in the section that follows.

FIGURE 11
LOCATION OF PLANNED CAPITAL INVESTMENTS



288. The CP/KCS combination offers a unique catalyst for investments that will expand the capacity and capabilities of the CP/KCS North-South corridor between Beaumont/Port Arthur and St. Paul/Chicago. The separate CP and KCS lines that converge on Kansas City from the north and south are adequate to handle existing volumes, but they are generally underutilized relative to other heavy-haul freight mainlines in the United States. The Transaction will enable the traffic growth necessary to support investment that will unlock the full potential of these lines.

289. CP's existing infrastructure north of Kansas City is sufficient to handle current volumes between Kansas City and St. Paul and between Kansas City and Chicago. Track conditions on this single-track route are good, and CP has invested in longer siding lengths and new sidings (as it has across the rest of its network). Train control systems north of Kansas City are primarily Track Warrant Control ("TWC") (*i.e.*, with no lineside signals), with some Centralized Traffic Control ("CTC"). CTC currently exists on CP's entire Kansas City Subdivision, to a point just north of Laredo, MO. The Ottumwa Subdivision is a mixture of CTC and TWC. CTC also exists from Island to Deer Creek on the Davenport Subdivision; West Savanna to Lake on the Chicago Subdivision; and Sabula Junction to Lake on the Marquette Subdivision. CTC allows for higher track speeds, with power turnouts reducing meet/pass delays that ultimately reduce transit times through the corridor.

290. Like CP's line north of Kansas City, KCSR's line between Kansas City and Beaumont has sufficient capacity to handle the current volumes and current train lengths. Optimizing train lengths to 10,000 feet will require extending nine sidings to a minimum of 10,000 feet to allow for greater meet capability. Investment will also be made at the IFG to double track through the terminal to support additional train work events. The 14.4 additional trains per day being added to this route by Year 3 will also require the addition of three new sidings to close some of the longer gaps between current sidings.¹¹⁸ The proposed siding extensions and new siding locations also reduce the potential for blocked public grade crossings when trains are stopped for a meet.

291. The anticipated increase in trains per day is a combination of bulk trains and mixed intermodal, automotive and manifest trains. Bulk trains are generally shorter in length,

¹¹⁸ See Workpaper "CP-KCS Capacity Projects.xlsx," at tab "CP-KCS Capacity Projects."

ranging between 6,200 feet and 7,600 feet, depending on the commodity. Intermodal, automotive and manifest trains are longer, with a target length of up to 10,000 feet in these lanes.¹¹⁹

292. The Transaction-related increases in train starts contemplated in the Growth Plan are expected to begin with a few new trains in the first year, a modest increase in Year 2 and a higher increase for Year 3. The modelled timing and type of new train starts in the North-South Corridor are as follows:

- **Year 1** – 4.8 additional trains per day.
 - 2.0 intermodal/automotive/manifest trains between Bensenville and Mexico (one in each direction).
 - 2.8 bulk trains operating between St. Paul and Beaumont. This includes both loaded and empty moves.
- **Year 2** – 2.8 additional trains per day, for a cumulative increase of 7.6 trains per day.
 - 2.0 new intermodal/automotive/manifest train starts between Bensenville and Wylie (one in each direction).
 - 0.8 new bulk trains between St. Paul and Beaumont. This includes both loaded and empty moves.
- **Year 3** – 7.0 additional trains per day, for a cumulative increase of 14.6 trains per day.
 - 4.0 new intermodal/automotive/manifest train starts between Chicago to Mexico lane (two in each direction).
 - 2.0 new intermodal/automotive/manifest train starts between St. Paul and Mexico (one in each direction).
 - 1.0 new bulk trains between St. Paul and Beaumont. This includes both loaded and empty moves.

¹¹⁹ As noted above, with the addition of more trains on certain single-track segments, operations will be managed to function efficiently within the envelope of available mainline siding lengths, which likely will result in shorter average trains on some segments.

293. CP models subdivision capacity based on the time it takes for two trains in opposite directions to traverse the longest segment between sidings. From this number the maximum number of trains capable of operating on the subdivision is determined. Fluid capacity is then assessed against the maximum capacity. Capital strategies to support longer trains and fluid capacity include siding extensions, installation of additional sidings where required, or the installation of CTC and remote activated power switches. Certain locations may simply require basic maintenance capital to improve track speeds and thereby increase capacity. Finally, these capital investments also contribute to improved fuel efficiency and reduced time spent occupying crossings as trains are able to meet without stopping to line switches. These environmental benefits are addressed in the Verified Statement of Glen Wilson.

294. Detailed capacity modeling was performed to identify the additional infrastructure needs required to support anticipated traffic growth while maintaining the improved levels of service that will attract and retain traffic.¹²⁰ Infrastructure was identified to ensure that the trains on these lines would operate fluidly. CP's capacity modelling of fluid capacity allows for sufficient flexibility to manage engineering work blocks, unplanned outages, and other impacts that can create surges in traffic and congestion on the subdivision.

295. To support the additional train volumes a combined CP/KCS network would invest \$276 million in the first three years on new infrastructure to support new North-South rail capacity in this corridor.¹²¹

- On CP lines north of Kansas City: \$157.6 million.
- On KCS lines between Beaumont and Kansas City: \$118.8 million.

¹²⁰ See Workpapers "Worksheet 4.11 in Capacity - Methodology KCS Segment Calculations.xlsx" and "Worksheet 4.12 in Capacity - Methodology CP Segment Calculations.xlsx."

¹²¹ See Appendix R.

296. Details are provided in Table 11 below. A complete listing of the projects can be found in Appendix R.¹²²

¹²² Amended Appendix R reflects the substitution of a siding extension at Gentry (MP 222.5) for one at Dorsey (MP 214.2). This change was previously communicated to OEA and is reflected in the environmental materials provided on OEA's website. It also corrects an error in the October 2021 version relating to the scope of a CTC project on the Marquette Subdivision, described in the note accompanying Table 11 below.

TABLE 11
PLANNED INFRASTRUCTURE INVESTMENTS¹²³

Subdivision	Location	Type	Segment	Estimated Total (\$ USD)
Chicago	MP 75	New Siding	Randall Rd - Kittredge	8.47M
Marquette	72 Miles ¹²⁴	CTC	MP 24 to Marquette	15.06M
Marquette	MP155 (Brownsville)	New siding	River Jct - Kains	13.31M
Marquette	MP71	New siding	Eckards - Edmore	15.40M
Marquette	MP24	New siding	Dubuque - Green Island	12.42M
Davenport	Deer Creek	Siding Extension	Green Island - Camanche	12.66M
Davenport	Camanche	Siding Extension	Camanche - Nahant	1.95M
Ottumwa	62 Miles	CTC	CTC Subdivision	13.39M
Ottumwa	Letts	Siding Extension	Letts - Nahant	1.31M
Ottumwa	MP 255	New siding	Letts - Ottumwa	9.49M
Laredo	102 Miles	CTC	CTC Subdivision	24.18M
Laredo	Ottumwa	Siding Extension	Ottumwa	2.11M
Laredo	Moravia (MP 325)	New siding	Ottumwa - Newtown	9.84M
Laredo	Newtown	Siding Extension	Laredo - Ottumwa	3.06M
Kansas City	Laredo	Siding Extension	Polo - Newtown	3.70M
Kansas City	MP 431	New siding	Laredo - Polo	11.21M
CP Total				157.56M
Pittsburg	Blue Valley (MP 8.1)	Siding Extension	Blue Valley	30.13M
Pittsburg	Grandview/IFG (MP 28.5)	Double track	Blue Valley – Grandview	12.81M
Heavener	Asbury (MP 140.4)	Siding Extension	Asbury	6.14M
Heavener	MP 186.6	New siding	McElhany - Noel	12.08M
Heavener	Gentry (MP 222.5)	Siding Extension	Dorsey - Gentry	2.77M
Heavener	MP 247	New Siding	Watts - Stilwell	11.28M
Heavener	Cave Springs	Siding Extension	Stilwell-Cave Springs	4.14M
Heavener	Spiro (MP 311.7)	Siding Extension	Spiro - Shady Point	4.44M
Shreveport	Heavener	Siding Extension	Heavener - Page	10.36M
Shreveport	MP377	New siding	Rich Mountain - Potter	11.28M
Beaumont	Mansfield (591.3)	Siding Extension	Frierson - Mansfield	4.97M
Beaumont	Loring (MP 625.9)	Siding Extension	Converse - Loring	3.82M
Beaumont	Singer (MP 705.1)	Siding Extension	Neame - Singer	4.63M
KCSR Total				118.82M
Grand Total				276.39M

¹²³ See Workpaper “CP-KCS Capacity Projects.xlsx,” at tab “Cost Summary Tables.” Costs in this review are best estimates, and all projects include a 30 percent contingency value.

¹²⁴ This figure reflects the correction of a typo in the October 2021 version of this Table (and Appendix R) that as identified in preparation of this Amended Operating Plan. A portion of the 96-mile Sabula-Davenport CTC project had been planned for implementation independent of the CP/KCS Transaction. The scope of this Transaction-related project was properly reflected in the cost estimate, but as misdescribed.

297. The plan to add this capacity is designed to stay a step ahead of anticipated traffic growth, beginning with concept and design work, permitting, and environmental assessment, and then proceeding with grading, track, and signals.

298. A more detailed summary of anticipated phasing of these capital projects is set forth below.¹²⁵

- La Crosse to Davenport
 - Year 1
 - New CTC Installation: 46 miles
 - Environmental permitting and engineering design for one new siding and one siding extension
 - Grading: two new sidings
 - Track construction and in service one siding extension
 - Year 2
 - New CTC Installation: 26 miles
 - Environmental permitting and engineering design for one new siding
 - Grading track, track construction and in service three new sidings and one siding extension
 - Year 3
 - Grading/Track construction and in service one new siding
- Davenport to Kansas City
 - Year 1
 - New CTC Installation: 30 miles
 - Track construction and in service three new sidings and three siding extensions
 - Year 2
 - New CTC Installation: 63 miles
 - Environmental permitting and engineering design for one siding extension
 - Year 3
 - New CTC Installation: 72 miles

¹²⁵ See Workpaper “CP-KCS Capacity Projects.xlsx,” at tab “CP-KCS Construction Planning.”

- Grading/Track construction and in service one siding extension
- Kansas City to Shreveport
 - Year 1
 - Environmental permitting and engineering design for two new sidings, and one siding extension.
 - Environmental permitting and engineering design/grading for one siding extension
 - Environmental permitting and engineering design/grading/track construction and in service one siding extension
 - Year 2
 - Environmental permitting and engineering design for one new siding
 - Environmental permitting and engineering design/grading/track construction and in service, three siding extensions, portion of double track
 - Grading/track construction and in service two new sidings and one siding extension and a portion of one siding extension
 - Year 3
 - Grading, track construction, and in service one double track project, one new siding, and one siding extension.
- Shreveport to Beaumont
 - Year 1
 - Environmental permitting, engineering design/grading/track construction and in service two siding extensions
 - Year 2
 - Environmental permitting and engineering design/grading/track construction and in service one siding extension
 - Year 3
 - Nil

A complete listing of the projects can be found in Appendix R.

299. Table 12 below breaks down the planned investment per year based on the location of the planned investment.

TABLE 12
CAPACITY INVESTMENT PER YEAR
(USD MILLIONS)¹²⁶

	Year 1	Year 2	Year 3	Total
CP	\$77.3	\$47.3	\$33.0	\$157.6
KCS	\$26.2	\$63.6	\$28.9	\$118.8
Total	\$103.5	\$110.9	\$61.9	\$276.4

300. During the first three years following Board approval of control, these investments will be among the highest priorities on the combined CPKC system. Minor reprioritization of discretionary capital projects will occur to support the funding and rapid execution of this work. Approximately \$50 million in capital will be reallocated annually from the two railroads’ combined infrastructure investment budgets over this integration period – approximately 2.6 percent of the combined CPKC capital envelope – with the balance reflecting a savings in capital in other areas from the integration of the systems as well as a net increase in the railroads’ level of capital investments.

9.2. YARD AND TERMINAL CAPACITY

301. The anticipated increase in traffic on the combined CP/KCS system can be accommodated by system yards and intermodal terminals.

9.2.1. Manifest Yard Activity

302. Neither the Optimized Plan nor the Growth Plan will result in any increases in manifest yard activity greater than 20 percent.¹²⁷ A complete listing of the yards and changes in activity can be found in Appendix B. Only one yard will experience an increase in car handlings of more than 100 cars per day, and it will have no difficulty accommodating that increased volume. Bensenville will see an increase of 112.11 cars per day, or only about ten percent of its

¹²⁶ See Workpaper “CP-KCS Capacity Projects.xlsx,” at tab “Cost Summary Tables.”

¹²⁷ Appendix B and Workpaper “MREE Yard Activity Reports Summary.xlsx.”

current volume, and the planned reconstruction work discussed below will add substantial capacity there.¹²⁸

9.2.2. Intermodal Terminals

303. With the addition of substantial volumes of new intermodal traffic, several of the CP/KCS system intermodal terminals on the CP/KCS system will see meaningful increases in railcar and container processing activity (lifts, etc.). The available capacity at these facilities was evaluated and determined to be sufficient to accommodate the growth.¹²⁹ The intermodal terminals seeing the largest increases in handling are shown in Table 13 below, with Bensenville and Schiller Park appropriately considered together as a single, integrated facility since they are only 4.3 miles apart.¹³⁰

TABLE 13
INTERMODAL TERMINALS HAVE ADEQUATE CAPACITY FOR INCREASED HANDLINGS¹³¹

Road	Terminal	2019 Daily Volumes	Total Growth Plan Daily Volumes	Increase in Daily Volumes
CP	Chicago, IL*	687	1,273	586
KCS	Dallas, TX (Wylie)	564	856	292
KCS	IFG (Kansas City)	82	183	101
CP	Detroit, MI	128	220	92
CP	Minneapolis, MN	373	459	86
KCSM	Salinas Victoria, NL	449	529	80
KCSM	Puerta Mexico, EM	180	241	61
KCSM	Interpuerto, SL	411	458	47

* - Bensenville/Schiller Park IMS combined volumes.

¹²⁸ *Id.*

¹²⁹ See Workpaper “Intermodal Terminal Capacity.xlsx.”

¹³⁰ As a result of work being undertaken independent of the Transaction, intermodal volumes at Bensenville and Schiller Park will be consolidated at Bensenville. See Paragraph 168 above.

¹³¹ See Workpaper “Intermodal Terminal Capacity.xlsx.”

304. There are no capacity concerns at these facilities. As discussed above, Bensenville Terminal will undergo a reconfiguration within an expanded footprint as a result of a settlement with the Illinois Tollway Authority and UP. The project plan for the reconfiguration of Bensenville includes the following:

- Construction of a high-volume intermodal facility capable of handling 10,000 foot trains.
- New leads supporting classification independent of arriving and departing trains.
- Construction of a new auto facility replacing an existing smaller compound.

305. The availability of the nearby Schiller Park facility, which can be operated in tandem with Bensenville, will support surges in volume during periods when Bensenville is undergoing reconfiguration work, as it has in the past.

306. Likewise, Wylie will have sufficient capacity to handle the growth.¹³² Traffic destined for points in Texas from Mexico, currently directed to Dallas, could be diverted to the lightly-utilized Kendleton Intermodal Facility should there be a need.

307. The remainder of the facilities, including Kansas City's IFG facility, all have ample capacity to accommodate the growth.¹³³

10. CONCLUSION

308. The combination of CP and KCS will enhance shipping options for existing and new customers by creating a more competitive network thanks to the single carrier efficiencies made possible by the combination of the two networks. The Operating Plan as detailed above underpins in detail how the synergies will be created, maintained and implemented in order to

¹³² *Id.*

¹³³ *Id.*


maintain high levels of customer service and ensure capacity for future growth. The plan was developed using industry best practices and considered all aspects of the merged operations. With this template for implementation and under the stewardship of the CP/KCS operating team, customers can look forward to the following:

- Service levels will improve with reduced intermediate handlings in many locations.
- New services and lanes will be developed to provide more options for the seamless flow of goods throughout North America.
- Competition will be increased with more options for shippers in accessing markets.
- The Environment will benefit from gains in efficiency and fuel economy, as discussed in more detail in the Verified Statement of Glen Wilson.
- Economic growth will be supported for the long term as the USMCA trade agreement plays an increasingly major role in the North American economy.
- Sharing of best practices in safety management systems will further improve industry leading performance.

VERIFICATION

I, Raymond A. Elphick, declare under penalty of perjury under the laws of the United States of America that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed this th 13 day of May, 2022.


Raymond A. Elphick
Assistant Vice President Service and
Product Design
Canadian Pacific Railway Company

VERIFICATION

I, John F. Orr, declare under penalty of perjury under the laws of the United States of America that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed this 13th day of May, 2022.



John F. Orr
Executive Vice President - Operations
The Kansas City Southern Railway
Company

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36500

CANADIAN PACIFIC RAILWAY LIMITED, *ET AL.* – CONTROL – KANSAS CITY SOUTHERN, *ET AL.*

AMENDED OPERATING PLAN

LABOR IMPACT EXHIBIT

Railroad	Location	ST	Cntry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
CP*	Franklin Park	IL	USA	Clerical	0	0	0	N/A	1
CP*	Glenwood	MN	USA	Clerical	0	0	0	N/A	1
CP*	Lake Bluff	IL	USA	Clerical	0	0	0	N/A	1
CP*	Milwaukee	WI	USA	Clerical	0	0	0	N/A	1
CP*	Minneapolis	MN	USA	Clerical	36	0	0	Kansas City, MO	1
CP*	Portage	WI	USA	Clerical	0	0	0	N/A	1
CP*	St. Paul	MN	USA	Clerical	0	0	0	N/A	1
CP*	Tomah	WI	USA	Clerical	0	0	0	N/A	1
CP*	Enderlin	ND	USA	Communications Worker	0	0	0	N/A	1
CP*	Franklin Park	IL	USA	Communications Worker	0	0	0	N/A	1
CP*	Glenwood	MN	USA	Communications Worker	0	0	0	N/A	1
CP*	Lacrosse	WI	USA	Communications Worker	0	0	0	N/A	1
CP*	Milwaukee	WI	USA	Communications Worker	0	0	0	N/A	1
CP*	Minneapolis	MN	USA	Communications Worker	1	0	0	Kansas City, MO	1
CP*	Minot	ND	USA	Communications Worker	0	0	0	N/A	1
CP*	Portage	WI	USA	Communications Worker	0	0	0	N/A	1
CP*	Saratoga Springs	NY	USA	Communications Worker	0	0	0	N/A	1
CP*	St. Paul	MN	USA	Communications Worker	0	0	0	N/A	1
CP*	Thief River Falls	MN	USA	Communications Worker	0	0	0	N/A	1
CP*	Davenport	IA	USA	Engineers	0	0	24	N/A	1
CP*	Davenport	IA	USA	Engineers	0	0	9	N/A	2
CP*	Davenport	IA	USA	Engineers	0	0	25	N/A	3
CP*	Enderlin	ND	USA	Engineers	0	0	4	N/A	1
CP*	Enderlin	ND	USA	Engineers	0	0	0	N/A	2
CP*	Enderlin	ND	USA	Engineers	0	0	0	N/A	3
CP*	Marquette	IA	USA	Engineers	0	0	14	N/A	1
CP*	Marquette	IA	USA	Engineers	0	0	1	N/A	2
CP*	Marquette	IA	USA	Engineers	0	0	8	N/A	3
CP*	Mason City	IA	USA	Engineers	0	0	1	N/A	1
CP*	Mason City	IA	USA	Engineers	0	0	0	N/A	2
CP*	Mason City	IA	USA	Engineers	0	0	0	N/A	3
CP*	Noyes	MN	USA	Engineers	0	0	3	N/A	1
CP*	Noyes	MN	USA	Engineers	0	0	1	N/A	2
CP*	Noyes	MN	USA	Engineers	0	0	1	N/A	3
CP*	Ottumwa	IA	USA	Engineers	0	0	11	N/A	1
CP*	Ottumwa	IA	USA	Engineers	0	0	4	N/A	2
CP*	Ottumwa	IA	USA	Engineers	0	0	12	N/A	3
CP*	Savanna	IL	USA	Engineers	0	0	5	N/A	1
CP*	Savanna	IL	USA	Engineers	0	0	4	N/A	2
CP*	Savanna	IL	USA	Engineers	0	0	10	N/A	3
CP*	St. Paul	MN	USA	Engineers	0	0	11	N/A	1
CP*	St. Paul	MN	USA	Engineers	0	0	1	N/A	2
CP*	St. Paul	MN	USA	Engineers	0	0	1	N/A	3
CP*	Waseca	MN	USA	Engineers	0	0	2	N/A	1
CP*	Waseca	MN	USA	Engineers	0	0	0	N/A	2
CP*	Waseca	MN	USA	Engineers	0	0	0	N/A	3
CP*	Marquette-Kansas City	IA/MO	USA	Signals Maintainers	0	0	4	N/A	1
CP*	Marquette-Kansas City	IA/MO	USA	Signals Maintainers	0	0	4	N/A	2
CP*	Marquette-Kansas City	IA/MO	USA	Signals Maintainers	0	0	5	N/A	3
CP*	Carrington Subdivision	ND	USA	Track Maintainers	0	0	1	N/A	1

Railroad	Location	ST	Cntry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
CP*	Carrington Subdivision	ND	USA	Track Maintainers	0	0	1	N/A	2
CP*	Carrington Subdivision	ND	USA	Track Maintainers	0	0	1	N/A	3
CP*	Chicago Subdivision	IL	USA	Track Maintainers	0	0	1	N/A	3
CP*	Chicago Subdivision	IL	USA	Track Maintainers	0	0	1	N/A	3
CP*	Davenport Subdivision	IA	USA	Track Maintainers	0	0	1	N/A	1
CP*	Davenport Subdivision	IA	USA	Track Maintainers	0	0	1	N/A	2
CP*	Davenport Subdivision	IA	USA	Track Maintainers	0	0	1	N/A	3
CP*	Kansas City Subdivision	MO	USA	Track Maintainers	0	0	1	N/A	1
CP*	Kansas City Subdivision	MO	USA	Track Maintainers	0	0	1	N/A	2
CP*	Kansas City Subdivision	MO	USA	Track Maintainers	0	0	1	N/A	3
CP*	Laredo Subdivision	TX	USA	Track Maintainers	0	0	1	N/A	1
CP*	Laredo Subdivision	TX	USA	Track Maintainers	0	0	1	N/A	2
CP*	Laredo Subdivision	TX	USA	Track Maintainers	0	0	1	N/A	3
CP*	Marquette Subdivision	IA	USA	Track Maintainers	0	0	1	N/A	1
CP*	Marquette Subdivision	IA	USA	Track Maintainers	0	0	1	N/A	2
CP*	Marquette Subdivision	IA	USA	Track Maintainers	0	0	1	N/A	3
CP*	Ottumwa Subdivision	IA	USA	Track Maintainers	0	0	1	N/A	1
CP*	Ottumwa Subdivision	IA	USA	Track Maintainers	0	0	1	N/A	2
CP*	Ottumwa Subdivision	IA	USA	Track Maintainers	0	0	1	N/A	3
CP*	Paynseville Subdivision	MN	USA	Track Maintainers	0	0	1	N/A	1
CP*	Paynseville Subdivision	MN	USA	Track Maintainers	0	0	1	N/A	2
CP*	Paynseville Subdivision	MN	USA	Track Maintainers	0	0	1	N/A	3
CP*	River Subdivision	MN	USA	Track Maintainers	0	0	1	N/A	1
CP*	River Subdivision	MN	USA	Track Maintainers	0	0	1	N/A	2
CP*	River Subdivision	MN	USA	Track Maintainers	0	0	1	N/A	3
CP*	Minneapolis	MN	USA	Train Dispatchers	37	0	0	Kansas City, MO	1
CP*	Davenport	IA	USA	Trainmen	0	0	24	N/A	1
CP*	Davenport	IA	USA	Trainmen	0	0	10	N/A	2
CP*	Davenport	IA	USA	Trainmen	0	0	24	N/A	3
CP*	Enderlin	ND	USA	Trainmen	0	0	4	N/A	1
CP*	Enderlin	ND	USA	Trainmen	0	0	0	N/A	2
CP*	Enderlin	ND	USA	Trainmen	0	0	0	N/A	3
CP*	Marquette	IA	USA	Trainmen	0	0	14	N/A	1
CP*	Marquette	IA	USA	Trainmen	0	0	1	N/A	2
CP*	Marquette	IA	USA	Trainmen	0	0	8	N/A	3
CP*	Mason City	IA	USA	Trainmen	0	0	1	N/A	1
CP*	Mason City	IA	USA	Trainmen	0	0	0	N/A	2
CP*	Mason City	IA	USA	Trainmen	0	0	0	N/A	3
CP*	Noyes	MN	USA	Trainmen	0	0	4	N/A	1
CP*	Noyes	MN	USA	Trainmen	0	0	1	N/A	2
CP*	Noyes	MN	USA	Trainmen	0	0	1	N/A	3
CP*	Ottumwa	IA	USA	Trainmen	0	0	12	N/A	1
CP*	Ottumwa	IA	USA	Trainmen	0	0	4	N/A	2
CP*	Ottumwa	IA	USA	Trainmen	0	0	11	N/A	3
CP*	Savanna	IL	USA	Trainmen	0	0	5	N/A	1
CP*	Savanna	IL	USA	Trainmen	0	0	5	N/A	2
CP*	Savanna	IL	USA	Trainmen	0	0	9	N/A	3
CP*	St. Paul	MN	USA	Trainmen	0	0	11	N/A	1
CP*	St. Paul	MN	USA	Trainmen	0	0	1	N/A	2
CP*	St. Paul	MN	USA	Trainmen	0	0	1	N/A	3

Railroad	Location	ST	Cntry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
CP*	Waseca	MN	USA	Trainmen	0	0	2	N/A	1
CP*	Waseca	MN	USA	Trainmen	0	0	0	N/A	2
CP*	Waseca	MN	USA	Trainmen	0	0	0	N/A	3
KCSR	Beaumont-Laredo	TX	USA	Car Mechanical	0	0	3	N/A	1
KCSR	Beaumont-Laredo	TX	USA	Car Mechanical	0	0	4	N/A	2
KCSR	Beaumont-Laredo	TX	USA	Car Mechanical	0	0	5	N/A	3
KCSR	Kansas City Joint Agency	MO	USA	Car Mechanical	0	0	0	N/A	1
KCSR	KC-East	MO/IL	USA	Car Mechanical	0	0	0	N/A	1
KCSR	KC-East	MO/IL	USA	Car Mechanical	0	0	0	N/A	2
KCSR	KC-East	MO/IL	USA	Car Mechanical	0	0	0	N/A	3
KCSR	KC-Shreveport	MO/LA	USA	Car Mechanical	0	0	6	N/A	1
KCSR	KC-Shreveport	MO/LA	USA	Car Mechanical	0	0	12	N/A	2
KCSR	KC-Shreveport	MO/LA	USA	Car Mechanical	0	0	18	N/A	3
KCSR	Shreveport-Alliance	LA/TX	USA	Car Mechanical	0	0	1	N/A	1
KCSR	Shreveport-Alliance	LA/TX	USA	Car Mechanical	0	0	1	N/A	2
KCSR	Shreveport-Alliance	LA/TX	USA	Car Mechanical	0	0	1	N/A	3
KCSR	Shreveport-Beaumont	LA/TX	USA	Car Mechanical	0	0	2	N/A	1
KCSR	Shreveport-Beaumont	LA/TX	USA	Car Mechanical	0	0	4	N/A	2
KCSR	Shreveport-Beaumont	LA/TX	USA	Car Mechanical	0	0	6	N/A	3
KCSR	Shreveport-East	LA/MS	USA	Car Mechanical	0	0	0	N/A	1
KCSR	Shreveport-East	LA/MS	USA	Car Mechanical	0	0	1	N/A	2
KCSR	Shreveport-East	LA/MS	USA	Car Mechanical	0	0	1	N/A	3
KCSR	Kansas City General Office	MO	USA	Clerical	0	0	0	N/A	1
KCSR	Kansas City Joint Agency	MO	USA	Communications Worker	0	0	0	N/A	1
KCSR	Shreveport	LA	USA	Communications Worker	0	0	0	N/A	1
KCSR	Beaumont-Laredo	TX	USA	Engineers	0	0	12	N/A	1
KCSR	Beaumont-Laredo	TX	USA	Engineers	0	0	12	N/A	2
KCSR	Beaumont-Laredo	TX	USA	Engineers	0	0	12	N/A	3
KCSR	KC-Shreveport	MO/LA	USA	Engineers	0	0	26	N/A	1
KCSR	KC-Shreveport	MO/LA	USA	Engineers	0	0	26	N/A	2
KCSR	KC-Shreveport	MO/LA	USA	Engineers	0	0	28	N/A	3
KCSR	Shreveport-Alliance	LA/TX	USA	Engineers	0	0	3	N/A	1
KCSR	Shreveport-Alliance	LA/TX	USA	Engineers	0	0	3	N/A	2
KCSR	Shreveport-Alliance	LA/TX	USA	Engineers	0	0	4	N/A	3
KCSR	Shreveport-Beaumont	LA/TX	USA	Engineers	0	0	6	N/A	1
KCSR	Shreveport-Beaumont	LA/TX	USA	Engineers	0	0	6	N/A	2
KCSR	Shreveport-Beaumont	LA/TX	USA	Engineers	0	0	8	N/A	3
KCSR	Shreveport-East	LA/MS	USA	Engineers	0	0	4	N/A	1
KCSR	Shreveport-East	LA/MS	USA	Engineers	0	0	4	N/A	2
KCSR	Shreveport-East	LA/MS	USA	Engineers	0	0	4	N/A	3
KCSR	Shreveport	LA	USA	Locomotive Mechanics	0	0	10	N/A	1
KCSR	Shreveport	LA	USA	Locomotive Mechanics	0	0	10	N/A	2
KCSR	Beaumont Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	2
KCSR	Beaumont Subdivision	TX	USA	Track Maintainers	0	0	3	N/A	3
KCSR	Greenville Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	2
KCSR	Greenville Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	3
KCSR	Heavener Subdivision	MO	USA	Track Maintainers	0	0	2	N/A	2
KCSR	Heavener Subdivision	MO	USA	Track Maintainers	0	0	3	N/A	3
KCSR	Laredo Subdivision	TX	USA	Track Maintainers	0	0	1	N/A	2
KCSR	Laredo Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	3

Railroad	Location	ST	Cntry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
KCSR	Meridian Subdivision	MS	USA	Track Maintainers	0	0	1	N/A	2
KCSR	Meridian Subdivision	MS	USA	Track Maintainers	0	0	2	N/A	3
KCSR	Pittsburg Subdivision	MO	USA	Track Maintainers	0	0	1	N/A	2
KCSR	Pittsburg Subdivision	MO	USA	Track Maintainers	0	0	2	N/A	3
KCSR	Rosenberg Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	3
KCSR	Shreveport Subdivision	LA	USA	Track Maintainers	0	0	4	N/A	3
KCSR	Shreveport Terminal	LA	USA	Track Maintainers	0	0	1	N/A	3
KCSR	Vicksburg Subdivision	MS	USA	Track Maintainers	0	0	3	N/A	3
KCSR	Beaumont-Laredo	TX	USA	Trainmen	0	0	10	N/A	1
KCSR	Beaumont-Laredo	TX	USA	Trainmen	0	0	10	N/A	2
KCSR	Beaumont-Laredo	TX	USA	Trainmen	0	0	12	N/A	3
KCSR	KC-Shreveport	MO/LA	USA	Trainmen	0	0	23	N/A	1
KCSR	KC-Shreveport	MO/LA	USA	Trainmen	0	0	24	N/A	2
KCSR	KC-Shreveport	MO/LA	USA	Trainmen	0	0	24	N/A	3
KCSR	Shreveport-Alliance	LA/TX	USA	Trainmen	0	0	2	N/A	1
KCSR	Shreveport-Alliance	LA/TX	USA	Trainmen	0	0	2	N/A	2
KCSR	Shreveport-Alliance	LA/TX	USA	Trainmen	0	0	4	N/A	3
KCSR	Shreveport-Beaumont	LA/TX	USA	Trainmen	0	0	5	N/A	1
KCSR	Shreveport-Beaumont	LA/TX	USA	Trainmen	0	0	5	N/A	2
KCSR	Shreveport-Beaumont	LA/TX	USA	Trainmen	0	0	7	N/A	3
KCSR	Shreveport-East	LA/MS	USA	Trainmen	0	0	2	N/A	1
KCSR	Shreveport-East	LA/MS	USA	Trainmen	0	0	2	N/A	2
KCSR	Shreveport-East	LA/MS	USA	Trainmen	0	0	4	N/A	3
KCSM	Lazaro-Toluca-SLP	Mexico	Mexico	Car Mechanical	0	0	1	N/A	1
KCSM	Lazaro-Toluca-SLP	Mexico	Mexico	Car Mechanical	0	0	2	N/A	2
KCSM	Lazaro-Toluca-SLP	Mexico	Mexico	Car Mechanical	0	0	2	N/A	3
KCSM	Mexico City-Vera Cruz	Mexico	Mexico	Car Mechanical	0	0	0	N/A	1
KCSM	Mexico City-Vera Cruz	Mexico	Mexico	Car Mechanical	0	0	0	N/A	2
KCSM	Mexico City-Vera Cruz	Mexico	Mexico	Car Mechanical	0	0	0	N/A	3
KCSM	Monterrey-Matamoros	Mexico	Mexico	Car Mechanical	0	0	0	N/A	1
KCSM	Monterrey-Matamoros	Mexico	Mexico	Car Mechanical	0	0	0	N/A	2
KCSM	Monterrey-Matamoros	Mexico	Mexico	Car Mechanical	0	0	1	N/A	3
KCSM	Monterrey-SLP	Mexico	Mexico	Car Mechanical	0	0	1	N/A	1
KCSM	Monterrey-SLP	Mexico	Mexico	Car Mechanical	0	0	1	N/A	2
KCSM	Monterrey-SLP	Mexico	Mexico	Car Mechanical	0	0	2	N/A	3
KCSM	Sanchez-Monterrey	Mexico	Mexico	Car Mechanical	0	0	0	N/A	1
KCSM	Sanchez-Monterrey	Mexico	Mexico	Car Mechanical	0	0	0	N/A	2
KCSM	Sanchez-Monterrey	Mexico	Mexico	Car Mechanical	0	0	0	N/A	3
KCSM	SLP-Mexico City	Mexico	Mexico	Car Mechanical	0	0	1	N/A	1
KCSM	SLP-Mexico City	Mexico	Mexico	Car Mechanical	0	0	2	N/A	2
KCSM	SLP-Mexico City	Mexico	Mexico	Car Mechanical	0	0	2	N/A	3
KCSM	SLP-Tampico	Mexico	Mexico	Car Mechanical	0	0	0	N/A	1
KCSM	SLP-Tampico	Mexico	Mexico	Car Mechanical	0	0	0	N/A	2
KCSM	SLP-Tampico	Mexico	Mexico	Car Mechanical	0	0	0	N/A	3
KCSM	Lazaro-Toluca-SLP	Mexico	Mexico	Engineers	0	0	1	N/A	1
KCSM	Lazaro-Toluca-SLP	Mexico	Mexico	Engineers	0	0	2	N/A	2
KCSM	Lazaro-Toluca-SLP	Mexico	Mexico	Engineers	0	0	3	N/A	3
KCSM	Mexico City-Vera Cruz	Mexico	Mexico	Engineers	0	0	0	N/A	1
KCSM	Mexico City-Vera Cruz	Mexico	Mexico	Engineers	0	0	0	N/A	2
KCSM	Mexico City-Vera Cruz	Mexico	Mexico	Engineers	0	0	1	N/A	3

Railroad	Location	ST	Cntry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
KCSM	Monterrey-Matramoros	Mexico	Mexico	Engineers	0	0	1	N/A	1
KCSM	Monterrey-Matramoros	Mexico	Mexico	Engineers	0	0	1	N/A	2
KCSM	Monterrey-Matramoros	Mexico	Mexico	Engineers	0	0	3	N/A	3
KCSM	Monterrey-SLP	Mexico	Mexico	Engineers	0	0	6	N/A	1
KCSM	Monterrey-SLP	Mexico	Mexico	Engineers	0	0	6	N/A	2
KCSM	Monterrey-SLP	Mexico	Mexico	Engineers	0	0	7	N/A	3
KCSM	Sanchez-Monterrey	Mexico	Mexico	Engineers	0	0	0	N/A	1
KCSM	Sanchez-Monterrey	Mexico	Mexico	Engineers	0	0	0	N/A	2
KCSM	Sanchez-Monterrey	Mexico	Mexico	Engineers	0	0	0	N/A	3
KCSM	SLP-Mexico City	Mexico	Mexico	Engineers	0	0	4	N/A	1
KCSM	SLP-Mexico City	Mexico	Mexico	Engineers	0	0	4	N/A	2
KCSM	SLP-Mexico City	Mexico	Mexico	Engineers	0	0	5	N/A	3
KCSM	SLP-Tampico	Mexico	Mexico	Engineers	0	0	1	N/A	1
KCSM	SLP-Tampico	Mexico	Mexico	Engineers	0	0	1	N/A	2
KCSM	SLP-Tampico	Mexico	Mexico	Engineers	0	0	2	N/A	3
KCSM	Caltzontzin Subdivision	Mexico	Mexico	Track Maintainers	0	0	6	N/A	3
KCSM	Celaya	Mexico	Mexico	Track Maintainers	0	0	2	N/A	3
KCSM	Monterrey	Mexico	Mexico	Track Maintainers	0	0	1	N/A	3
KCSM	Saltillo Subdivision	Mexico	Mexico	Track Maintainers	0	0	6	N/A	3
KCSM	Tula Subdivision	Mexico	Mexico	Track Maintainers	0	0	10	N/A	3
KCSM	Lazaro-Toluca-SLP	Mexico	Mexico	Trainmen	0	0	1	N/A	1
KCSM	Lazaro-Toluca-SLP	Mexico	Mexico	Trainmen	0	0	2	N/A	2
KCSM	Lazaro-Toluca-SLP	Mexico	Mexico	Trainmen	0	0	3	N/A	3
KCSM	Mexico City-Vera Cruz	Mexico	Mexico	Trainmen	0	0	0	N/A	1
KCSM	Mexico City-Vera Cruz	Mexico	Mexico	Trainmen	0	0	0	N/A	2
KCSM	Mexico City-Vera Cruz	Mexico	Mexico	Trainmen	0	0	1	N/A	3
KCSM	Monterrey-Matramoros	Mexico	Mexico	Trainmen	0	0	1	N/A	1
KCSM	Monterrey-Matramoros	Mexico	Mexico	Trainmen	0	0	2	N/A	2
KCSM	Monterrey-Matramoros	Mexico	Mexico	Trainmen	0	0	3	N/A	3
KCSM	Monterrey-SLP	Mexico	Mexico	Trainmen	0	0	6	N/A	1
KCSM	Monterrey-SLP	Mexico	Mexico	Trainmen	0	0	6	N/A	2
KCSM	Monterrey-SLP	Mexico	Mexico	Trainmen	0	0	6	N/A	3
KCSM	Sanchez-Monterrey	Mexico	Mexico	Trainmen	0	0	0	N/A	1
KCSM	Sanchez-Monterrey	Mexico	Mexico	Trainmen	0	0	0	N/A	2
KCSM	Sanchez-Monterrey	Mexico	Mexico	Trainmen	0	0	0	N/A	3
KCSM	SLP-Mexico City	Mexico	Mexico	Trainmen	0	0	4	N/A	1
KCSM	SLP-Mexico City	Mexico	Mexico	Trainmen	0	0	4	N/A	2
KCSM	SLP-Mexico City	Mexico	Mexico	Trainmen	0	0	4	N/A	3
KCSM	SLP-Tampico	Mexico	Mexico	Trainmen	0	0	1	N/A	1
KCSM	SLP-Tampico	Mexico	Mexico	Trainmen	0	0	2	N/A	2
KCSM	SLP-Tampico	Mexico	Mexico	Trainmen	0	0	2	N/A	3
CP	Alberta North	AB	Canada	Car Mechanical	0	0	3	N/A	1
CP	Alberta North	AB	Canada	Car Mechanical	0	0	1	N/A	2
CP	Alberta North	AB	Canada	Car Mechanical	0	0	1	N/A	3
CP	Alberta South	AB	Canada	Car Mechanical	0	0	1	N/A	1
CP	Alberta South	AB	Canada	Car Mechanical	0	0	1	N/A	2
CP	Brandon/Minnedosa	MB	Canada	Car Mechanical	0	0	1	N/A	1
CP	Brandon/Minnedosa	MB	Canada	Car Mechanical	0	0	1	N/A	2
CP	Brandon/Minnedosa	MB	Canada	Car Mechanical	0	0	1	N/A	3
CP	Calgary	AB	Canada	Car Mechanical	0	0	1	N/A	1

Railroad	Location	ST	Cntry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
CP	Calgary	AB	Canada	Car Mechanical	0	0	1	N/A	2
CP	Chicago	IL	Canada	Car Mechanical	0	0	2	N/A	1
CP	Chicago	IL	Canada	Car Mechanical	0	0	2	N/A	2
CP	Chicago	IL	Canada	Car Mechanical	0	0	4	N/A	3
CP	Kootenay	BC	Canada	Car Mechanical	0	0	1	N/A	3
CP	Minnesota	MN	Canada	Car Mechanical	0	0	3	N/A	1
CP	Minnesota	MN	Canada	Car Mechanical	0	0	2	N/A	2
CP	Mountain	BC	Canada	Car Mechanical	0	0	1	N/A	3
CP	North Dakota	ND	Canada	Car Mechanical	0	0	2	N/A	1
CP	North Dakota	ND	Canada	Car Mechanical	0	0	1	N/A	2
CP	Quad Cities	IA	Canada	Car Mechanical	0	0	5	N/A	1
CP	Quad Cities	IA	Canada	Car Mechanical	0	0	6	N/A	2
CP	Quad Cities	IA	Canada	Car Mechanical	0	0	12	N/A	3
CP	Saskatchewan South	SK	Canada	Car Mechanical	0	0	2	N/A	1
CP	Saskatchewan South	SK	Canada	Car Mechanical	0	0	2	N/A	2
CP	South Ontario	ON	Canada	Car Mechanical	0	0	1	N/A	3
CP	St. Paul	MN	Canada	Car Mechanical	0	0	2	N/A	1
CP	St. Paul	MN	Canada	Car Mechanical	0	0	1	N/A	2
CP	Toronto/North	ON	Canada	Car Mechanical	0	0	1	N/A	3
CP	Winnipeg	MB	Canada	Car Mechanical	0	0	2	N/A	1
CP	Wisconsin	WI	Canada	Car Mechanical	0	0	2	N/A	1
CP	Wisconsin	WI	Canada	Car Mechanical	0	0	1	N/A	2
CP	Calgary	AB	Canada	Engineers	0	0	0	N/A	1
CP	Calgary	AB	Canada	Engineers	0	0	0	N/A	2
CP	Calgary	AB	Canada	Engineers	0	0	0	N/A	3
CP	Medicine Hat	AB	Canada	Engineers	0	0	0	N/A	1
CP	Medicine Hat	AB	Canada	Engineers	0	0	0	N/A	2
CP	Medicine Hat	AB	Canada	Engineers	0	0	0	N/A	3
CP	Minnedosa	MB	Canada	Engineers	0	0	6	N/A	1
CP	Minnedosa	MB	Canada	Engineers	0	0	1	N/A	2
CP	Minnedosa	MB	Canada	Engineers	0	0	2	N/A	3
CP	Moose Jaw	SK	Canada	Engineers	0	0	0	N/A	1
CP	Moose Jaw	SK	Canada	Engineers	0	0	0	N/A	2
CP	Moose Jaw	SK	Canada	Engineers	0	0	0	N/A	3
CP	Red Deer	AB	Canada	Engineers	0	0	0	N/A	1
CP	Red Deer	AB	Canada	Engineers	0	0	0	N/A	2
CP	Red Deer	AB	Canada	Engineers	0	0	0	N/A	3
CP	Sutherland	SK	Canada	Engineers	0	0	6	N/A	1
CP	Sutherland	SK	Canada	Engineers	0	0	1	N/A	2
CP	Sutherland	SK	Canada	Engineers	0	0	2	N/A	3
CP	Wilkie	SK	Canada	Engineers	0	0	4	N/A	1
CP	Wilkie	SK	Canada	Engineers	0	0	1	N/A	2
CP	Wilkie	SK	Canada	Engineers	0	0	1	N/A	3
CP	Winnipeg	MB	Canada	Engineers	0	0	3	N/A	1
CP	Winnipeg	MB	Canada	Engineers	0	0	1	N/A	2
CP	Winnipeg	MB	Canada	Engineers	0	0	1	N/A	3
CP	Wynyard	SK	Canada	Engineers	0	0	3	N/A	1
CP	Wynyard	SK	Canada	Engineers	0	0	1	N/A	2
CP	Wynyard	SK	Canada	Engineers	0	0	0	N/A	3
CP	Calgary	AB	Canada	Trainmen	0	0	1	N/A	1

Railroad	Location	ST	Cntry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
CP	Calgary	AB	Canada	Trainmen	0	0	0	N/A	2
CP	Calgary	AB	Canada	Trainmen	0	0	0	N/A	3
CP	Medicine Hat	AB	Canada	Trainmen	0	0	1	N/A	1
CP	Medicine Hat	AB	Canada	Trainmen	0	0	0	N/A	2
CP	Medicine Hat	AB	Canada	Trainmen	0	0	0	N/A	3
CP	Minnedosa	MB	Canada	Trainmen	0	0	6	N/A	1
CP	Minnedosa	MB	Canada	Trainmen	0	0	2	N/A	2
CP	Minnedosa	MB	Canada	Trainmen	0	0	1	N/A	3
CP	Moose Jaw	SK	Canada	Trainmen	0	0	1	N/A	1
CP	Moose Jaw	SK	Canada	Trainmen	0	0	0	N/A	2
CP	Moose Jaw	SK	Canada	Trainmen	0	0	0	N/A	3
CP	Red Deer	AB	Canada	Trainmen	0	0	1	N/A	1
CP	Red Deer	AB	Canada	Trainmen	0	0	0	N/A	2
CP	Red Deer	AB	Canada	Trainmen	0	0	0	N/A	3
CP	Sutherland	SK	Canada	Trainmen	0	0	6	N/A	1
CP	Sutherland	SK	Canada	Trainmen	0	0	2	N/A	2
CP	Sutherland	SK	Canada	Trainmen	0	0	1	N/A	3
CP	Wilkie	SK	Canada	Trainmen	0	0	4	N/A	1
CP	Wilkie	SK	Canada	Trainmen	0	0	1	N/A	2
CP	Wilkie	SK	Canada	Trainmen	0	0	1	N/A	3
CP	Winnipeg	MB	Canada	Trainmen	0	0	4	N/A	1
CP	Winnipeg	MB	Canada	Trainmen	0	0	1	N/A	2
CP	Winnipeg	MB	Canada	Trainmen	0	0	1	N/A	3
CP	Wynyard	SK	Canada	Trainmen	0	0	3	N/A	1
CP	Wynyard	SK	Canada	Trainmen	0	0	1	N/A	2
CP	Wynyard	SK	Canada	Trainmen	0	0	1	N/A	3

* - For US locations, "CP" encompasses CP's U.S. rail carrier subsidiaries Soo Line, DM&E, D&H, and CMQ.

Railroad	Location	State	Country	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
CMQ-US	BANGOR	ME	USA	Non-Agreement	0	0	0	N/A	N/A
CMQ-US	CMQ HEAD OFFICE US	ME	USA	Non-Agreement	0	0	0	N/A	N/A
CMQ-US	MILO	ME	USA	Non-Agreement	0	0	0	N/A	N/A
CMQ-US	ROCKLAND	ME	USA	Non-Agreement	0	0	0	N/A	N/A
D&H	ALBANY	NY	USA	Non-Agreement	0	0	0	N/A	N/A
D&H	KENWOOD YARD	NY	USA	Non-Agreement	0	0	0	N/A	N/A
D&H	MAXON ROAD	NY	USA	Non-Agreement	0	0	0	N/A	N/A
D&H	SARATOGASPRINGS	NY	USA	Non-Agreement	0	0	0	N/A	N/A
D&H	TAYLOR	PA	USA	Non-Agreement	0	0	0	N/A	N/A
D&H	WILLSBORO	NY	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	BROWNVILLE JCT	ME	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	CHILLICOTHE	MO	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	CLINTON	IA	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	DAVENPORT	IA	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	DUBUQUE	IA	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	KANSAS CTY	MO	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	MARQUETTE	IA	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	MARQUETTE HWY 18	IA	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	MASON CITY DEPOT	IA	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	NAHANT (DAVENPORT)	IA	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	NEW ULM	MN	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	OTTUMWA	IA	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	ROCHESTER	MN	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	SARATOGASPRINGS	NY	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	SAVANNA	IL	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	ST PAUL-YARD BATTLE CREEK	MN	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	ST PAUL-YARD/TCT	MN	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	US-SD-ROSHOLT	SD	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	WASECA	MN	USA	Non-Agreement	0	0	0	N/A	N/A
DM&E	MPLS (CP Plaza 1)	MN	USA	Non-Agreement (Operating)	0	0	0	N/A	1
DM&E	MPLS (CP Plaza 1)	MN	USA	Non-Agreement (Operating)	7	0	0	Kansas City	2
DM&E	MPLS (CP Plaza 1)	MN	USA	Non-Agreement (Operating)	0	0	0	N/A	3
KCSR	ARTESIA	MS	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	BATON ROUGE	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	BEAUMONT	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	BOSSIER CITY	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	CAMPTI	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	CHICAGO	IL	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	CORINTH	MS	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	CORPUS CHRISTI	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	DALLAS	TX	USA	Non-Agreement	0	0	0	N/A	N/A

Railroad	Location	State	Country	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
KCSR	DEQUEEN	AR	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	EAST SAINT LOUIS	IL	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	GARLAND	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	GULFPORT	MS	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	HEAVENER, OK	OK	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	HOUSTON	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	HUGHES SPRINGS	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	HUME	MO	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	JACKSON	MS	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	JOINT AGENCY YARD, KANSAS CITY	MO	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	KENDLETON	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	LAKE CHARLES	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	LAREDO	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	LATANIER, LA	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	LEESVILLE	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	LOUISVILLE	MS	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	MERIDIAN	MS	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	MEXICO	MO	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	MONROE	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	NEOSHO	MO	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	NORCO	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	ODESSA	MO	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	PITTSBURG	KS	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	PORT ARTHUR	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	ROODHOUSE	IL	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	ROSENBERG	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	RUSTON	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	SALLISAW	OK	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	SHREVEPORT	LA	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	SILOAM SPRINGS	AR	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	SLATER	MO	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	SPRING	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	SULPHUR SPRINGS	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	TEXARKANA	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	TUPELO	MS	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	TUSCALOOSA	AL	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	VICKSBURG	MS	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	WATTS	OK	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	WYLIE	TX	USA	Non-Agreement	0	0	0	N/A	N/A
KCSR	KANSAS CITY - WYANDOTTE BLDG	MO	USA	Non-Agreement (Non-Operating)	0	7	0	N/A	1
KCSR	KANSAS CITY - WYANDOTTE BLDG	MO	USA	Non-Agreement (Non-Operating)	0	7	0	N/A	2

Railroad	Location	State	Country	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
KCSR	KANSAS CITY - WYANDOTTE BLDG	MO	USA	Non-Agreement (Non-Operating)	0	4	0	N/A	3
KCSR	KANSAS CITY GENERAL OFFICE	MO	USA	Non-Agreement (Non-Operating)	0	60	22*	N/A	1
KCSR	KANSAS CITY GENERAL OFFICE	MO	USA	Non-Agreement (Non-Operating)	0	21	13*	N/A	2
KCSR	KANSAS CITY GENERAL OFFICE	MO	USA	Non-Agreement (Non-Operating)	0	13	52*	N/A	3
KCSR	KANSAS CITY GENERAL OFFICE	MO	USA	Non-Agreement (Operating)	0	0	41*	N/A	1
KCSR	KANSAS CITY GENERAL OFFICE	MO	USA	Non-Agreement (Operating)	0	0	7*	N/A	2
KCSR	KANSAS CITY GENERAL OFFICE	MO	USA	Non-Agreement (Operating)	0	0	0	N/A	3
Soo Line	ALBANY	NY	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	BANGOR	ME	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	BENSENVILLE	IL	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	BENSENVILLE (YARD OFFICE)	IL	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	BENSENVILLE INTERMODAL	IL	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	BROWNVILLE JCT	ME	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	CHICAGO	IL	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	DAVENPORT	IA	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	DETROIT	MI	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	DETROIT LAKES	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	ELKHART	IN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	ENDERLIN	ND	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	FARGO	ND	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	FLORIDA	FL	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	FRANKLIN PARK	IL	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	GLENWOOD	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	HARVEY	ND	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	HASTINGS	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	HOUSTON	TX	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	HUMBOLDT YARD	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	KANSAS CTY	MO	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	LACROSSE	WI	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	MILWAUKEE	WI	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	MINNEAPOLIS	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	MINOT	ND	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	MUSKEGO YARD	WI	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	NESBITT YARD	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	PORTAGE	WI	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	ROSHOLT	SD	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	SHOREHAM - INTERMODAL	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	ST PAUL-YARD BATTLE CREEK	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	ST PAUL-YARD/TCT	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	SYSTEM CA	CA	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	SYSTEM MI	MI	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	SYSTEM MN	MN	USA	Non-Agreement	0	0	0	N/A	N/A

Railroad	Location	State	Country	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
Soo Line	SYSTEM NE	NE	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	SYSTEM PA	PA	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	SYSTEM TX	TX	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	T.R.FALLS	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	WASHINGTON	DC	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	WINONA	MN	USA	Non-Agreement	0	0	0	N/A	N/A
Soo Line	MPLS (CP Plaza 1)	MN	USA	Non-Agreement (Non-Operating)	22	0	0	Kansas City	1
Soo Line	MPLS (CP Plaza 1)	MN	USA	Non-Agreement (Non-Operating)	13	0	0	Kansas City	2
Soo Line	MPLS (CP Plaza 1)	MN	USA	Non-Agreement (Non-Operating)	52	0	0	Kansas City	3
Soo Line	MPLS (CP Plaza 1)	MN	USA	Non-Agreement (Operating)	41	0	0	Kansas City	1
Soo Line	MPLS (CP Plaza 1)	MN	USA	Non-Agreement (Operating)	0	0	0	Kansas City	2
Soo Line	MPLS (CP Plaza 1)	MN	USA	Non-Agreement (Operating)	0	0	0	Kansas City	3
KCSM	ALL LOCATIONS	N/A	Mexico	Non-Agreement	0	0	0	N/A	N/A
CMQ-CA	ALL LOCATIONS	N/A	Canada	Non-Agreement	0	0	0	N/A	N/A
CPRC	ALL LOCATIONS	N/A	Canada	Non-Agreement (Non-Operating)	0	69	0	N/A	1
CPRC	ALL LOCATIONS	N/A	Canada	Non-Agreement (Non-Operating)	0	9	0	N/A	2
CPRC	ALL LOCATIONS	N/A	Canada	Non-Agreement (Non-Operating)	0	14	0	N/A	3
CPRC	ALL LOCATIONS	N/A	Canada	Non-Agreement (Operating)	0	0	0	N/A	N/A
Soo Line	ALYTH YARD - GYO	AB	Canada	Non-Agreement	0	0	0	N/A	N/A
Soo Line	COQUITLAM YARD	BC	Canada	Non-Agreement	0	0	0	N/A	N/A
Soo Line	LONDON	ON	Canada	Non-Agreement	0	0	0	N/A	N/A
Soo Line	MOOSE JAW	SK	Canada	Non-Agreement	0	0	0	N/A	N/A
Soo Line	OGDEN CANADIAN PACIFIC HEADQU	AB	Canada	Non-Agreement	0	0	0	N/A	N/A
Soo Line	SCARBOROUGH	ON	Canada	Non-Agreement	0	0	0	N/A	N/A

* - Transferred from Minneapolis (Soo Line and DM&E)

AMENDED OPERATING PLAN APPENDIX A
SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA

APPENDIX A– SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					BASE PLAN TRAIN COUNT	TRANSACTION- RELATED TRAIN COUNT CHANGE	GROWTH PLAN YEAR 3 TRAIN COUNT [=(1)+(2)]	BASE PLAN MGTS	TRANSACTION- RELATED MGT CHANGE	GROWTH PLAN YEAR 3 MGTS [=(4)+(5)]
CP	1	C-PORT-01	PORTAL	FLAXTON,ND - PORTAL,ND	9.92	0.78	10.70	33.42	4.44	37.87
CP	2	C-PORT-02	PORTAL	KENMARE,ND - FLAXTON,ND	9.92	0.78	10.70	32.60	4.33	36.93
CP	3	C-PORT-03	PORTAL	DRAKE,ND - KENMARE,ND	9.92	0.78	10.70	29.95	3.33	33.29
CP	4	C-PORT-04	PORTAL	HARVEY,ND - DRAKE,ND	10.64	0.78	11.42	30.92	3.23	34.14
CP	5	C-LIGN-01	LIGNITE	FLAXTON,ND - STAMPEDE,ND	2.29	0.00	2.29	6.38	0.00	6.38
CP	6	C-NEWT-01	NEWTOWN	DRAKE,ND - MAX,ND	2.13	0.00	2.13	4.05	0.00	4.05
CP	7	C-NEWT-02	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	1.13	0.00	1.13	2.15	0.00	2.15
CP	8	C-NEWT-03	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	1.13	0.00	1.13	3.17	0.00	3.17
CP	9	C-CARR-01	CARRINGTON	ENDERLIN,ND - HARVEY,ND	10.09	0.78	10.87	33.92	3.93	37.86
CP	10	C-ELLA-01	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	9.40	0.89	10.29	31.87	4.18	36.05
CP	11	C-ELLA-02	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	9.69	0.89	10.58	31.38	3.85	35.23
CP	12	C-ELLA-03	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	9.41	0.89	10.30	32.14	3.97	36.11
CP	13	C-ELLA-04	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	9.40	0.89	10.29	33.00	4.04	37.04
CP	14	C-VEBL-01	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	0.29	0.00	0.29	0.21	0.00	0.21
CP	15	C-VEBL-02	VEBLEN	SD/ND B,SD - ROSHOLT,SD	0.29	0.00	0.29	0.22	0.00	0.22
CP	16	C-NOYE-01	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	3.21	2.47	5.68	13.27	7.03	20.31
CP	17	C-BEMI-02	BEMIDJI	GULLY,MN - PLUMMER,MN	0.29	0.00	0.29	0.29	0.00	0.29
CP	18	C-DELA-01	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	4.26	2.58	6.84	15.10	7.69	22.78
CP	19	C-DELA-02	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	4.26	2.58	6.84	14.46	7.12	21.58
CP	20	C-DELA-03	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	4.26	2.58	6.84	14.72	7.25	21.97
CP	21	C-PAYN-01	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	13.37	3.59	16.96	48.33	11.83	60.16
CP	22	C-PAYN-02	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	13.36	3.59	16.95	49.15	12.12	61.28
CP	23	C-PAYN-03	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	19.02	3.59	22.61	60.94	14.46	75.40

APPENDIX A – SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA

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					BASE PLAN TRAIN COUNT	TRANSACTION- RELATED TRAIN COUNT CHANGE	GROWTH PLAN YEAR 3 TRAIN COUNT [=(1)+(2)]	BASE PLAN MGTS	TRANSACTION- RELATED MGT CHANGE	GROWTH PLAN YEAR 3 MGTS [=(4)+(5)]
CP	24	C-PAYN-04	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	17.55	3.59	21.14	49.72	11.80	61.52
CP	25	C-MNS-01	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	0.86	0.00	0.86	0.88	0.07	0.95
CP	26	C-MNS-02	MN&S SPUR	ATWOOD,MN - NESBITT,MN	0.43	0.00	0.43	0.49	0.00	0.49
CP	27	C-BASS-01	BASS LAKE SPUR	BASS LAKE SPUR (Other)	0.43	0.00	0.43	1.37	0.00	1.37
CP	28	C-DULU-01	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	0.37	0.00	0.37	0.83	0.00	0.83
CP	29	C-DULU-02	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	0.65	0.00	0.65	1.46	0.00	1.46
CP	30	C-DULU-03	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	1.57	0.00	1.57	3.54	0.00	3.54
CP	31	C-DULU-04	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	1.00	0.00	1.00	2.25	0.00	2.25
CP	32	C-DULU-05	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	1.00	0.00	1.00	0.85	0.00	0.85
CP	33	B-DULU-01	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	0.65	0.00	0.65	2.08	0.00	2.08
CP	34	B-TWIN-01	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	0.37	0.00	0.37	1.18	0.00	1.18
CP	35	C-STPA-01	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	1.00	0.00	1.00	0.35	0.00	0.35
CP	36	C-WITH-01	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	3.00	0.00	3.00	2.35	0.19	2.53
CP	37	C-WITH-02	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	1.00	0.00	1.00	0.16	0.00	0.16
CP	38	C-MEPA-01	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	1.00	3.59	4.59	3.08	0.00	3.08
CP	39	C-RIVE-01	RIVER	NEWPORT,MN - ST PAUL,MN	13.66	4.59	18.25	40.26	9.81	50.07
CP	40	C-RIVE-02	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	16.16	6.00	22.16	52.34	13.25	65.60
CP	41	C-SAVA-01	SAVAGE SPUR	SAVAGE SPUR (Other)	1.00	0.00	1.00	3.20	0.00	3.20
CP	42	C-OWAT-01	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	1.00	0.00	1.00	1.50	0.07	1.58
CP	43	C-OWAT-02	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	1.71	0.00	1.71	2.35	0.00	2.35
CP	44	C-OWAT-03	OWATONNA	RAMSEY,MN - COMUS,MN	1.29	0.00	1.29	1.29	0.00	1.29
CP	45	C-TRAC-01	TRACY	WASECA,MN - WEST MANKATO,MN	3.09	0.41	3.50	7.24	1.54	8.78
CP	46	C-TRAC-02	TRACY	WEST MANKATO,MN - SANBORN,MN	3.09	0.41	3.50	6.76	1.90	8.66
CP	47	C-TRAC-03	TRACY	SANBORN,MN - TRACY,MN	2.95	0.41	3.36	7.57	2.50	10.07

APPENDIX A – SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					BASE PLAN TRAIN COUNT	TRANSACTION- RELATED TRAIN COUNT CHANGE	GROWTH PLAN YEAR 3 TRAIN COUNT [=(1)+(2)]	BASE PLAN MGTS	TRANSACTION- RELATED MGT CHANGE	GROWTH PLAN YEAR 3 MGTS [=(4)+(5)]
CP	48	C-WASE-01	WASECA	ROCHESTER,MN - WASECA,MN	2.96	0.41	3.37	7.39	1.23	8.62
CP	49	C-WASE-02	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	2.39	0.41	2.80	7.59	1.46	9.05
CP	50	C-JACK-01	JACKSON	RAMSEY,MN - JACKSON,MN	0.71	0.00	0.71	0.97	0.00	0.97
CP	51	C-MARQ-01	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	4.66	6.00	10.66	13.05	11.65	24.69
CP	52	C-MARQ-02	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	4.66	6.00	10.66	16.37	14.62	30.99
CP	53	C-MARQ-03	MARQUETTE	SABULA,IA - MARQUETTE,IA	10.70	6.40	17.10	29.17	16.08	45.25
CP	54	C-TOMA-01	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	8.86	0.00	8.86	28.20	0.21	28.40
CP	55	C-TOMA-02	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	17.09	0.00	17.09	51.74	0.51	52.25
CP	56	C-TOMA-03	TOMAH	NEW LISBON,WI - LA CROSSE,WI	13.90	0.00	13.90	44.45	0.51	44.96
CP	57	C-TOMA-04	TOMAH	PORTAGE,WI - NEW LISBON,WI	13.76	0.00	13.76	48.07	0.68	48.75
CP	58	C-MP-01	M & P	PORTAGE,WI - MADISON,WI	2.72	0.00	2.72	2.14	0.00	2.14
CP	59	C-MP-02	M & P	M & P (Other)	0.43	0.00	0.43	0.20	0.01	0.21
CP	60	C-WATE-01	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	7.78	0.00	7.78	21.53	0.25	21.79
CP	61	C-WATE-02	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	11.49	0.00	11.49	36.01	0.52	36.53
CP	62	C-WATE-03	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	11.49	0.00	11.49	36.01	0.66	36.67
CP	63	C-WATE-04	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	11.49	0.00	11.49	36.01	0.66	36.67
CP	64	C-WATE-05	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	12.64	0.00	12.64	39.61	0.72	40.33
CP	65	C-WATE-06	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	8.91	0.00	8.91	27.92	0.47	28.40
CP	66	C-CM-01	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	12.96	0.00	12.96	38.88	0.81	39.68
CP	67	C-CM-02	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	11.81	0.00	11.81	36.11	0.77	36.88
CP	68	C-CM-03	C&M WEST	RONDOUT,IL - WI/IL C&M,WI	11.81	0.00	11.81	36.11	0.78	36.89
CP	69	C-CM-04	C&M	NORTHBROOK,IL - RONDOUT,IL	11.11	0.00	11.11	36.91	0.79	37.70
CP	70	C-CM-05	C&M	SHERMER,IL - NORTHBROOK,IL	11.10	0.00	11.10	38.00	0.82	38.81
CP	71	C-CM-06	C&M	TOWER A2,IL - SHERMER,IL	1.73	0.00	1.73	5.75	0.10	5.85

APPENDIX A – SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					BASE PLAN TRAIN COUNT	TRANSACTION- RELATED TRAIN COUNT CHANGE	GROWTH PLAN YEAR 3 TRAIN COUNT [=(1)+(2)]	BASE PLAN MGTS	TRANSACTION- RELATED MGT CHANGE	GROWTH PLAN YEAR 3 MGTS [=(4)+(5)]
CP	72	C-CM-07	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	0.57	0.00	0.57	0.23	0.00	0.23
CP	73	C-FOLA-01	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	0.57	0.00	0.57	1.82	0.00	1.82
CP	74	C-SHEL-01	SHELDON	MASON CITY,IA - SHELDON,IA	1.71	0.00	1.71	3.06	0.00	3.06
CP	75	C-MACI-01	MASON CITY	MARQUETTE,IA - MASON CITY,IA	2.38	0.41	2.79	5.32	0.96	6.28
CP	76	C-CHIC-01	CHICAGO	CHICAGO (Other)	5.91	8.00	13.91	16.57	14.18	30.75
CP	77	C-CHIC-02	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	6.35	8.00	14.35	15.56	17.10	32.66
CP	78	C-CHIC-03	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	2.93	8.00	10.93	8.96	15.59	24.56
CP	79	C-ROCK-01	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	0.71	0.00	0.71	0.13	0.01	0.14
CP	80	C-ROCK-02	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	0.29	0.00	0.29	0.21	0.00	0.21
CP	81	C-ELGI-01	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	3.20	8.00	11.20	9.69	17.44	27.13
CP	82	C-ELGI-02	ELGIN	BENSENVILLE,IL - TOWER B12,IL	29.42	6.43	35.85	93.91	20.11	114.02
CP	83	C-ELGI-03	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	12.31	0.00	12.31	37.29	3.62	40.91
CP	84	C-ELGI-04	ELGIN	ELGIN (Other)	1.74	0.00	1.74	5.27	0.09	5.36
CP	85	M-CHIC-01	MTP TOWER B17- TOWER A20	MTP TOWER B17-TOWER A20 (Other)	9.37	0.00	9.37	29.94	0.75	30.69
CP	86	M-CHIC-02	MTP BRC TRACKS	MTP BRC TRACKS (Other)	6.80	0.00	6.80	23.08	0.98	24.06
CP	87	S-CHIC-01	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	4.40	0.00	4.40	10.19	1.38	11.56
CP	88	S-CHIC-02	NS CHICAGO LINE	PORTER,IN - CP 502,IN	3.40	0.00	3.40	8.76	0.94	9.70
CP	89	S-CHIC-03	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	3.40	0.00	3.40	8.76	0.94	9.70
CP	90	S-CHIC-04	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	3.40	0.00	3.40	8.82	0.95	9.77
CP	91	S-HUNT-01	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	3.40	0.00	3.40	8.82	0.95	9.76
CP	92	S-DETR-01	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	3.40	-1.27	2.13	8.85	0.95	9.80
CP	93	S-DETR-02	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	3.40	0.00	3.40	8.85	0.95	9.80

APPENDIX A – SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					BASE PLAN TRAIN COUNT	TRANSACTION- RELATED TRAIN COUNT CHANGE	GROWTH PLAN YEAR 3 TRAIN COUNT [=(1)+(2)]	BASE PLAN MGTS	TRANSACTION- RELATED MGT CHANGE	GROWTH PLAN YEAR 3 MGTS [=(4)+(5)]
CP	94	S-DETR-03	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	3.40	0.00	3.40	8.60	0.92	9.52
CP	95	C-DAVE-01	DAVENPORT	SABULA,IA - CLINTON,IA	10.00	14.40	24.40	22.08	23.13	45.21
CP	96	C-DAVE-02	DAVENPORT	CLINTON,IA - WATER WORKS,IA	7.97	14.40	22.37	15.36	18.47	33.83
CP	97	C-DAVE-03	DAVENPORT	WATER WORKS,IA - NAHANT,IA	7.97	14.40	22.37	15.36	18.47	33.83
CP	98	C-NITR-01	NITRIN	EAST MOLINE,IL - CEFFCO,IL	0.71	0.00	0.71	0.21	0.08	0.29
CP	99	C-OTTU-01	OTTUMWA	NAHANT,IA - MUSCATINE,IA	6.09	14.40	20.49	13.31	18.54	31.85
CP	100	C-OTTU-02	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	4.30	14.40	18.70	14.77	21.68	36.45
CP	101	C-ELDR-01	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	1.00	0.00	1.00	0.75	0.00	0.75
CP	102	C-LARE-01	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	3.17	14.40	17.57	10.37	25.42	35.78
CP	103	C-LARE-02	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	3.17	14.40	17.57	10.37	31.66	42.03
CP	104	C-KACI-01	KANSAS CITY NORTH	KANSAS CITY NORTH (Other)	3.74	14.40	18.14	12.36	31.42	43.78
CP	105	C-KACI-02	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	3.62	14.40	18.02	10.49	33.83	44.32
CP	106	C-CANA-01	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	5.51	0.00	5.51	10.88	0.15	11.03
CP	107	C-CANA-02	CANADIAN	CPC 38,NY - WHITEHALL,NY	6.22	0.00	6.22	10.58	0.00	10.58
CP	108	C-CANA-03	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	6.22	0.00	6.22	10.58	0.00	10.58
CP	109	C-CACO-01	CANADIAN CONNECTOR	CANADIAN CONNECTOR (Other)	1.86	0.00	1.86	5.94	0.00	5.94
CP	110	C-FRNO-01	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	5.22	0.00	5.22	8.81	0.13	8.94
CP	111	C-FRNO-02	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	8.57	0.00	8.57	6.08	0.00	6.08
CP	112	C-COLO-01	COLONIE	ALBANY,NY - MECHANICVILLE,NY	5.22	0.00	5.22	8.81	0.14	8.95
CP	113	C-NEWP-01	NEWPORT	BORDER,PQ - NEWPORT,VT	1.14	0.00	1.14	0.22	0.00	0.22
CP	114	C-MOOS-01	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	2.00	0.00	2.00	3.23	0.23	3.46
CP	115	C-BANG-01	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	1.43	0.00	1.43	1.64	0.00	1.64
CP	116	C-ROCL-01	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	0.14	0.00	0.14	0.02	0.00	0.02

APPENDIX A – SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					BASE PLAN TRAIN COUNT	TRANSACTION- RELATED TRAIN COUNT CHANGE	GROWTH PLAN YEAR 3 TRAIN COUNT [=(1)+(2)]	BASE PLAN MGTS	TRANSACTION- RELATED MGT CHANGE	GROWTH PLAN YEAR 3 MGTS [=(4)+(5)]
CP	117	C-MILL-01	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	2.00	0.00	2.00	0.96	0.00	0.96
KCS	118	K-PITT-01	PITTSBURG	KANSAS CITY,MO - PITTSBURG,KS	15.14	12.83	27.97	36.81	29.14	65.95
KCS	119	K-MEXI-01	MEXICO	KANSAS CITY,MO - SLATER,MO	2.74	0.00	2.74	6.17	0.80	6.96
KCS	120	K-MEXI-02	MEXICO	SLATER,MO - MEXICO,MO	1.85	0.00	1.85	4.28	0.56	4.84
KCS	121	K-ROOD-01	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	2.12	0.00	2.12	4.02	0.52	4.54
KCS	122	K-SPRI-01	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	0.78	0.00	0.78	1.00	0.00	1.00
KCS	123	K-SPRI-02	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	0.56	0.00	0.56	0.17	0.00	0.17
KCS	124	K-SPRI-03	SPRINGFIELD	SPRINGFIELD (Other)	0.14	0.00	0.14	0.01	0.00	0.01
KCS	125	K-JACK-01	JACKSONVILLE	MURRAYVILLE,IL - JACKSONVILLE,IL	0.73	0.00	0.73	1.33	0.00	1.33
KCS	126	K-GODF-01	GODFREY	ROODHOUSE,IL - GODFREY,IL	1.57	0.00	1.57	1.05	0.18	1.23
KCS	127	K-ESLT-01	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	3.71	0.00	3.71	6.84	1.18	8.02
KCS	128	K-ESLT-02	EAST ST LOUIS TERMINAL	EAST ST LOUIS TERMINAL (Other)	1.00	0.00	1.00	1.84	0.00	1.84
KCS	129	K-HEAV-01	HEAVENER	PITTSBURG,KS - WATTS,OK	14.14	12.40	26.54	41.89	30.27	72.16
KCS	130	K-HEAV-02	HEAVENER	WATTS,OK - POTEAU,OK	12.29	12.40	24.69	36.06	28.19	64.26
KCS	131	K-HEAV-03	HEAVENER	POTEAU,OK - HEAVENER,OK	12.77	12.40	25.18	37.44	29.93	67.37
KCS	132	K-FSB-01	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	0.71	0.00	0.71	1.41	0.00	1.41
KCS	133	K-SHRE-01	SHREVEPORT	HEAVENER,OK - DE QUEEN,AR	11.96	12.40	24.36	34.20	28.28	62.48
KCS	134	K-SHRE-02	SHREVEPORT	DE QUEEN,AR - ASHDOWN,AR	14.48	12.40	26.89	41.28	24.91	66.18
KCS	135	K-SHRE-03	SHREVEPORT	ASHDOWN,AR - SHREVEPORT,LA	11.99	12.40	24.39	34.32	36.00	70.32
KCS	136	K-SHRE-04	SHREVEPORT TERMINAL 1	SHREVEPORT TERMINAL 1 (Other)	23.74	10.97	34.72	71.40	37.52	108.92
KCS	137	K-SHRE-05	SHREVEPORT TERMINAL 2	SHREVEPORT TERMINAL 2 (Other)	18.03	-1.43	16.60	52.34	8.34	60.68
KCS	138	K-GREE-01	GREENVILLE	GREENVILLE,TX - WYLIE,TX	6.79	1.29	8.08	13.88	8.19	22.06
KCS	139	K-GREE-02	GREENVILLE	SHREVEPORT,LA - GREENVILLE,TX	6.34	1.28	7.62	12.94	5.97	18.91

APPENDIX A – SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					BASE PLAN TRAIN COUNT	TRANSACTION- RELATED TRAIN COUNT CHANGE	GROWTH PLAN YEAR 3 TRAIN COUNT [=(1)+(2)]	BASE PLAN MGTS	TRANSACTION- RELATED MGT CHANGE	GROWTH PLAN YEAR 3 MGTS [=(4)+(5)]
KCS	140	K-ALLI-01	ALLIANCE	ALLIANCE,TX - METRO,TX	0.83	0.00	0.83	1.35	2.03	3.39
KCS	141	K-ALLI-02	ALLIANCE	METRO,TX - RENNER,TX	1.13	0.00	1.13	1.86	2.25	4.11
KCS	142	K-ALLI-03	ALLIANCE	RENNER,TX - WYLIE,TX	1.27	0.00	1.27	2.06	2.14	4.20
KCS	143	K-DALL-01	DALLAS	DALLAS,TX - WYLIE,TX	1.57	0.00	1.57	2.44	0.56	3.00
KCS	144	K-WRB-01	WHITE ROCK BRANCH	RENNER,TX - DALLAS,TX	0.71	0.00	0.71	1.10	0.00	1.10
KCS	145	K-BEAU-01	BEAUMONT	SHREVEPORT, LA - LEESVILLE,LA	10.01	10.83	20.84	24.69	26.31	51.00
KCS	146	K-BEAU-02	BEAUMONT	LEESVILLE,LA - DE QUINCY,LA	10.31	10.83	21.15	25.51	30.61	56.12
KCS	147	K-BEAU-03	BEAUMONT	DE QUINCY,LA - BEAUMONT,TX	8.67	10.97	19.64	21.58	25.33	46.91
KCS	148	K-BEAU-04	BEAUMONT	BEAUMONT,TX - PORT ARTHUR,TX	5.19	3.66	8.85	12.49	36.35	48.85
KCS	149	U-BEAU-01	UP BEAUMONT TO ROSENBERG	BEAUMONT TO ROSENBERG	8.47	7.57	16.04	17.04	14.05	31.08
KCS	150	K-LACH-01	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	6.14	-0.14	6.00	6.78	1.00	7.79
KCS	151	K-LACH-02	LAKE CHARLES	MOSSVILLE,LA - WEST LAKE, LA	4.29	0.00	4.29	4.74	0.00	4.74
KCS	152	K-ROSE-01	ROSENBERG	ROSENBERG,TX - KENDLETON,TX	8.39	8.32	16.71	26.32	11.94	38.26
KCS	153	K-ROSE-02	ROSENBERG	KENDLETON,TX - VICTORIA,TX	8.70	8.32	17.02	27.28	11.63	38.92
KCS	154	U-VICT-01	VICTORIA TO ROBSTOWN	VICTORIA,TX - PLACEDO,TX (UP)	7.94	8.32	16.25	16.45	12.07	28.51
KCS	155	U-VICT-02	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - ROBSTOWN,TX	7.94	8.32	16.25	16.45	12.07	28.51
KCS	156	K-LARE-01	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	8.64	-1.29	7.35	24.11	0.68	24.79
KCS	157	K-LARE-02	KCS LAREDO	ROBSTOWN,TX - LAREDO,TX	13.55	8.03	21.58	37.27	11.66	48.93
KCS	158	K-ALEX-01	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	3.39	0.00	3.39	10.31	1.31	11.62
KCS	159	K-ALEX-02	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	3.21	0.00	3.21	9.96	1.36	11.32
KCS	160	K-NEWO-01	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	2.86	0.00	2.86	7.48	1.14	8.62
KCS	161	K-NEWO-02	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	5.84	0.00	5.84	13.48	2.17	15.65
KCS	162	K-VICK-01	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	15.68	-1.43	14.25	35.90	6.17	42.07

APPENDIX A – SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					BASE PLAN TRAIN COUNT	TRANSACTION- RELATED TRAIN COUNT CHANGE	GROWTH PLAN YEAR 3 TRAIN COUNT [=(1)+(2)]	BASE PLAN MGTS	TRANSACTION- RELATED MGT CHANGE	GROWTH PLAN YEAR 3 MGTS [=(4)+(5)]
KCS	163	K-VICK-02	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	14.99	-1.43	13.56	34.41	5.91	40.32
KCS	164	K-VICK-03	VICKSBURG	GIBSLAND,LA - MONROE,LA	15.91	-1.43	14.48	36.51	6.11	42.62
KCS	165	K-VICK-04	VICKSBURG	MONROE,LA - VICKSBURG,MS	13.03	-1.42	11.61	29.88	4.45	34.33
KCS	166	K-MERD-01	MERIDIAN	VICKSBURG,MS - JACKSON,MS	13.71	-1.43	12.28	29.64	3.48	33.11
KCS	167	K-MERD-02	MERIDIAN	JACKSON,MS - NEWTON,MS	13.71	-1.43	12.28	30.18	2.74	32.92
KCS	168	K-MERD-03	MERIDIAN	NEWTON,MS - MERIDIAN,MS	12.05	-1.43	10.62	26.59	5.05	31.63
KCS	169	K-ARTE-01	ARTESIA	MERIDIAN,MS - ARTESIA,MS	3.62	0.00	3.62	8.43	0.71	9.15
KCS	170	K-ARTE-02	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	2.43	0.00	2.43	4.63	0.00	4.63
KCS	171	K-ARTE-03	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	2.14	0.00	2.14	4.08	0.00	4.08
KCS	172	K-ARTE-04	ARTESIA	TUPELO,MS - CORINTH,MS	1.71	0.00	1.71	3.26	0.00	3.26
KCS	173	K-TUSC-01	TUSCALOOSA	TUSCALOOSA (Other)	2.14	0.00	2.14	1.14	0.15	1.29
KCS	174	K-ABER-01	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	1.00	0.00	1.00	1.99	0.00	1.99
KCS	175	K-COUN-01	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	4.29	0.00	4.29	1.71	0.00	1.71
KCS	176	K-COUN-02	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	3.43	0.00	3.43	1.37	0.00	1.37
KCS	177	K-GULF-01	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	0.73	0.00	0.73	0.65	0.00	0.65
KCS	178	K-GULF-02	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	3.16	0.00	3.16	2.81	0.00	2.81

AMENDED OPERATING PLAN APPENDIX B

CHANGES IN YARD VOLUMES

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Base Plan vs. Optimized Plan]

Base Project: KCS, Base Output Set: 008, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Optimized, Alternate Output Set: 015, Alternate Traffic: October2020FTIBASE, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data														Difference											
Location	Yard	Type		Blocks		Locals		Cars per day							Blocks		Locals		Cars per day						
				Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
LAS VIGA	3462	Base	Base	4	4	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0											
	LAS VIGAS		Alt																						
PITTSBTT	3476	Alt	Base																						
	PITTSBURG		Alt	1	1	0	0	2.7	2.1	0.0	0.0	0.6	0.0	0.0											
TULTEPEC	3904	Alt	Base																						
	TULTEPEC		Alt	1	1	0	0	11.2	1.0	0.0	0.0	10.2	0.0	0.0											
AHORCADO	3110	Diff	Base	6	5	0	0	109.8	56.9	0.0	0.0	52.8	0.0	0.0	0	0	0	0	6.5	0.0	0.0	6.5	0.0	0.0	0.0
	AHORCADO		Alt	6	5	0	0	116.2	56.9	0.0	6.5	52.8	0.0	0.0											
BATON RO	3626	Diff	Base	8	8	0	0	169.6	47.0	0.0	29.0	93.6	0.0	0.0	1	1	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
	BATON ROUGE		Alt	9	9	0	0	169.7	47.0	0.0	29.1	93.6	0.0	0.0											
BEAUMONT	3701	Diff	Base	5	6	0	0	189.5	60.5	0.0	64.7	64.4	0.0	0.0	0	0	0	0	-31.7	0.0	0.0	-31.7	0.0	0.0	0.0
	BEAUMONT		Alt	5	6	0	0	157.9	60.5	0.0	33.0	64.4	0.0	0.0											
BROOKLWN	3888	Diff	Base	1	1	0	0	43.5	39.3	0.0	0.0	4.2	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
	BROOKLAWN		Alt	1	1	0	0	43.5	39.3	0.0	0.0	4.2	0.0	0.0											
CORPUSCH	3746	Diff	Base	4	8	0	0	264.3	95.6	0.0	2.2	166.5	0.0	0.0	2	1	0	0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
	CORPUS CHRI		Alt	6	9	0	0	264.4	95.6	0.0	2.2	166.6	0.0	0.0											
ESCOBED	3097	Diff	Base	25	21	0	0	278.0	5.9	0.0	271.7	0.5	0.0	0.0	-1	-2	0	0	19.3	0.0	0.0	19.3	0.0	0.0	0.0
	ESCOBEDO		Alt	24	19	0	0	297.3	5.9	0.0	290.9	0.5	0.0	0.0											
HASTINGS	351	Diff	Base	7	8	0	0	44.4	13.0	0.0	23.9	7.5	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
	HASTINGS		Alt	7	8	0	0	44.5	13.0	0.0	24.0	7.5	0.0	0.0											
HOUSTON	3771	Diff	Base	1	2	0	0	70.1	36.1	0.0	0.0	34.0	0.0	0.0	0	0	0	0	0.6	0.4	0.0	0.0	0.2	0.0	0.0
	HOUSTON		Alt	1	2	0	0	70.8	36.6	0.0	0.0	34.2	0.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Base Plan vs. Optimized Plan]

Base Project: KCS, Base Output Set: 008, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Optimized, Alternate Output Set: 015, Alternate Traffic: October2020FTIBASE, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data															Difference									
Location	Yard	Type																						
			Blocks		Locals		Cars per day							Blocks		Locals		Cars per day						
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
HUGHES S	3638	Diff	Base	10	11	0	0	29.3	0.1	0.0	29.0	0.2	0.0	0	0	0	0	2.7	0.0	0.0	2.7	0.0	0.0	0.0
			Alt	10	11	0	0	32.0	0.1	0.0	31.7	0.2	0.0											
INTERPUE	3825	Diff	Base	7	10	0	0	115.3	52.5	0.0	16.1	46.8	0.0	2	2	0	0	-5.0	0.0	0.0	-5.0	0.0	0.0	0.0
			Alt	9	12	0	0	110.3	52.5	0.0	11.0	46.8	0.0											
INTL FRE	3092	Diff	Base	4	5	0	0	98.0	31.0	0.0	50.9	16.1	0.0	1	0	0	0	-43.0	0.0	0.0	-43.0	0.0	0.0	0.0
			Alt	5	5	0	0	54.9	31.0	0.0	7.8	16.1	0.0											
JACKSN	3861	Diff	Base	20	19	0	0	391.8	72.2	0.0	243.4	76.3	0.0	3	3	0	0	-13.6	0.0	0.0	-13.6	0.0	0.0	0.0
			Alt	23	22	0	0	378.2	72.2	0.0	229.8	76.3	0.0											
JALAPA	3465	Diff	Base	10	12	0	0	54.9	1.3	0.0	48.5	5.1	0.0	1	0	0	0	-5.3	0.0	0.0	-5.3	0.0	0.0	0.0
			Alt	11	12	0	0	49.6	1.3	0.0	43.2	5.1	0.0											
KANSA MO	2975	Diff	Base	38	110	0	0	581.5	274.2	0.0	127.7	179.7	0.0	1	0	0	0	-75.1	8.2	0.0	-85.9	2.6	0.0	0.0
			Alt	39	110	0	0	506.5	282.4	0.0	41.8	182.3	0.0											
KCS LARE	3310	Diff	Base	2	13	0	0	1,062.2	585.4	0.0	0.0	476.9	0.0	3	8	0	0	16.4	0.0	0.0	16.1	0.3	0.0	0.0
			Alt	5	21	0	0	1,078.6	585.4	0.0	16.1	477.1	0.0											
KENDLETO	3607	Diff	Base	5	6	0	0	90.1	11.6	0.0	70.5	7.9	0.0	0	0	0	0	0.6	0.0	0.0	0.6	0.0	0.0	0.0
			Alt	5	6	0	0	90.7	11.6	0.0	71.1	7.9	0.0											
LA CROSS	165	Diff	Base	32	30	0	0	152.9	17.3	0.0	119.3	16.3	0.0	0	0	0	0	-0.5	0.0	0.0	-0.5	0.0	0.0	0.0
			Alt	32	30	0	0	152.4	17.3	0.0	118.8	16.3	0.0											
LAREDOYD	3739	Diff	Base	10	6	0	0	153.1	73.1	0.0	2.8	77.2	0.0	0	1	0	0	2.7	0.0	0.0	2.7	0.0	0.0	0.0
			Alt	10	7	0	0	155.8	73.1	0.0	5.5	77.2	0.0											
LEAL NL	3816	Diff	Base	3	4	0	0	37.5	3.6	0.0	29.9	4.0	0.0	0	0	0	0	-10.0	0.0	0.0	-10.0	0.0	0.0	0.0
			Alt	3	4	0	0	27.5	3.6	0.0	19.9	4.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Base Plan vs. Optimized Plan]

Base Project: KCS, Base Output Set: 008, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Optimized, Alternate Output Set: 015, Alternate Traffic: October2020FTIBASE, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data															Difference										
Location	Yard	Type		Blocks		Locals		Cars per day							Blocks		Locals		Cars per day						
				Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
LECHERIA	3798	Diff	Base	13	11	0	0	134.4	16.2	0.0	10.6	107.6	0.0	0.0	-1	-2	0	0	0.6	0.0	0.0	0.6	0.0	0.0	0.0
	LECHERIA		Alt	12	9	0	0	135.0	16.2	0.0	11.2	107.6	0.0	0.0											
LOBOS	3186	Diff	Base	1	1	0	0	12.3	5.2	0.0	0.0	7.1	0.0	0.0	0	0	0	0	0.2	0.2	0.0	0.0	0.0	0.0	0.0
	LOBOS		Alt	1	1	0	0	12.5	5.4	0.0	0.0	7.1	0.0	0.0											
MEXICO C	3827	Diff	Base	22	28	0	0	186.0	41.3	0.0	144.5	0.2	0.0	0.0	2	1	0	0	10.4	0.0	0.0	10.4	0.0	0.0	0.0
	MEXICO CITY		Alt	24	29	0	0	196.4	41.3	0.0	154.9	0.2	0.0	0.0											
MONTERRE	3147	Diff	Base	27	18	0	0	995.0	204.8	0.0	577.9	212.3	0.0	0.0	2	6	0	0	-27.6	1.9	0.0	-29.5	0.0	0.0	0.0
	MONTERREY		Alt	29	24	0	0	967.4	206.7	0.0	548.4	212.4	0.0	0.0											
MUSCATI	2715	Diff	Base	12	8	0	0	168.3	62.3	0.0	35.4	70.6	0.0	0.0	0	0	0	0	5.1	0.0	0.0	5.1	0.0	0.0	0.0
	MUSCATINE		Alt	12	8	0	0	173.5	62.3	0.0	40.6	70.6	0.0	0.0											
NAHANT	2710	Diff	Base	43	43	0	0	363.6	2.6	0.0	359.5	1.5	0.0	0.0	3	2	0	0	16.5	0.0	0.0	16.5	0.0	0.0	0.0
	NAHANT		Alt	46	45	0	0	380.1	2.6	0.0	376.0	1.5	0.0	0.0											
NUEVOLAR	3513	Diff	Base	4	16	0	0	532.6	4.5	0.0	427.0	101.2	0.0	0.0	0	-14	0	0	-427.0	0.0	0.0	-427.0	0.0	0.0	0.0
	NUEVO LARED		Alt	4	2	0	0	105.7	4.5	0.0	0.0	101.2	0.0	0.0											
ORIENTAL	3457	Diff	Base	5	7	0	0	27.4	0.4	0.0	25.9	1.2	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
	ORIENTAL		Alt	5	7	0	0	27.5	0.4	0.0	25.9	1.2	0.0	0.0											
OTTUMW	2724	Diff	Base	20	19	0	0	117.5	58.1	0.0	0.6	58.8	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	OTTUMWA		Alt	20	19	0	0	117.5	58.1	0.0	0.6	58.8	0.0	0.0											
QUERETAR	3096	Diff	Base	15	16	0	0	223.1	35.3	0.0	170.0	17.8	0.0	0.0	0	-1	0	0	-49.4	0.0	0.0	-49.4	0.0	0.0	0.0
	QUERETARO		Alt	15	15	0	0	173.7	35.3	0.0	120.6	17.8	0.0	0.0											
ROJAS	3812	Diff	Base	6	6	0	0	173.0	82.2	0.0	21.0	69.8	0.0	0.0	-1	-1	0	0	3.3	0.0	0.0	3.3	0.0	0.0	0.0

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Base Plan vs. Optimized Plan]

Base Project: KCS, Base Output Set: 008, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Optimized, Alternate Output Set: 015, Alternate Traffic: October2020FTIBASE, 28 days
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Project Data													Difference												
Location	Yard	Type	Blocks		Locals		Cars per day						Blocks		Locals		Cars per day								
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	
ROJAS		Alt	5	5	0	0	176.3	82.2	0.0	24.3	69.8	0.0	0.0												
SALINASV	3817	Diff	Base	11	13	0	0	199.6	96.3	0.0	28.5	74.9	0.0	0.0	-1	1	0	0	-13.9	0.0	0.0	-13.9	0.0	0.0	0.0
SALINAS VIC			Alt	10	14	0	0	185.7	96.3	0.0	14.5	74.9	0.0	0.0											
SALTILLO	3509	Diff	Base	10	11	0	0	62.8	4.5	0.0	53.6	4.6	0.0	0.0	1	-1	0	0	-34.4	0.0	0.0	-34.4	0.0	0.0	0.0
SALTILLO			Alt	11	10	0	0	28.4	4.5	0.0	19.3	4.6	0.0	0.0											
SAN MARI	3249	Diff	Base	6	6	0	0	97.5	45.4	0.0	5.8	46.3	0.0	0.0	0	0	0	0	1.1	0.0	0.0	1.1	0.0	0.0	0.0
SANTA MARIA			Alt	6	6	0	0	98.5	45.4	0.0	6.9	46.3	0.0	0.0											
SANCHEZ	175	Diff	Base	30	19	0	0	1,562.3	4.1	0.0	1,556.5	1.6	0.0	0.0	2	3	0	0	-383.0	0.0	0.0	-383.0	0.0	0.0	0.0
SANCHEZ			Alt	32	22	0	0	1,179.2	4.1	0.0	1,173.5	1.6	0.0	0.0											
SANLUI SP	3876	Diff	Base	19	20	0	0	533.9	145.2	0.0	260.5	128.2	0.0	0.0	3	8	0	0	33.5	0.0	0.0	33.5	0.0	0.0	0.0
SAN LUIS PO			Alt	22	28	0	0	567.3	145.2	0.0	293.9	128.2	0.0	0.0											
SHREVEPO	3680	Diff	Base	30	33	0	0	869.3	70.8	0.0	752.6	45.9	0.0	0.0	5	9	0	0	23.1	0.0	0.0	23.1	0.0	0.0	0.0
SHREVEPORT			Alt	35	42	0	0	892.4	70.8	0.0	775.7	45.9	0.0	0.0											
SILAO	3838	Diff	Base	2	3	0	0	124.1	62.8	0.0	0.0	61.4	0.0	0.0	0	0	0	0	4.4	0.0	0.0	4.4	0.0	0.0	0.0
SILAO			Alt	2	3	0	0	128.5	62.8	0.0	4.4	61.4	0.0	0.0											
SJDELRIO	3109	Diff	Base	4	4	0	0	51.3	17.6	0.0	10.4	23.3	0.0	0.0	0	0	0	0	-10.4	0.0	0.0	-10.4	0.0	0.0	0.0
SAN JUAN DE			Alt	4	4	0	0	40.9	17.6	0.0	0.0	23.3	0.0	0.0											
ST PAUL	164	Diff	Base	62	114	0	0	1,724.3	197.5	0.0	1,388.7	138.1	0.0	0.0	1	2	0	0	0.5	0.0	0.0	0.5	0.0	0.0	0.0
ST PAUL			Alt	63	116	0	0	1,724.8	197.5	0.0	1,389.2	138.1	0.0	0.0											
VANEGAS	3499	Diff	Base	10	13	0	0	141.0	0.5	0.0	140.5	0.0	0.0	0.0	-9	-11	0	0	-140.5	0.0	0.0	-140.5	0.0	0.0	0.0
VANEGAS			Alt	1	2	0	0	0.5	0.5	0.0	0.0	0.0	0.0	0.0											
VERACRUZ	3841	Diff	Base	7	3	0	0	53.5	29.0	0.0	0.4	24.2	0.0	0.0	-1	1	0	0	0.5	0.0	0.0	0.5	0.0	0.0	0.0

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Base Plan vs. Optimized Plan]

Base Project: KCS, Base Output Set: 008, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Optimized, Alternate Output Set: 015, Alternate Traffic: October2020FTIBASE, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data													Difference												
Location	Yard	Type	Blocks		Locals		Cars per day							Blocks		Locals		Cars per day							
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	
VERACRUZ		Alt	6	4	0	0	54.1	29.0	0.0	0.9	24.2	0.0	0.0												
WASECA	2868	Diff	Base	30	25	0	0	128.0	0.6	0.0	124.9	2.5	0.0	0.0	0	0	0	0	-0.4	0.0	0.0	-0.4	0.0	0.0	0.0
WASECA		Alt	30	25	0	0	127.6	0.6	0.0	124.5	2.5	0.0	0.0												
XICOTENC	3437	Diff	Base	3	2	0	0	18.2	13.9	0.0	0.1	4.3	0.0	0.0	0	0	0	0	0.4	0.0	0.0	0.4	0.0	0.0	0.0
XICOTENCATL		Alt	3	2	0	0	18.6	13.9	0.0	0.4	4.3	0.0	0.0												

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data														Difference										
Location	Yard	Type																						
			Blocks		Locals		Cars per day							Blocks		Locals		Cars per day						
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
AUSTIN	847	Alt	Base																					
	AUSTIN		Alt	1	1	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0										
CARROLLT	3395	Alt	Base																					
	CARROLLTON		Alt	1	1	0	0	0.9	0.4	0.0	0.0	0.4	0.0	0.0										
CHICAG	2408	Alt	Base																					
	CHICAGO		Alt	1	1	0	0	3.8	0.5	0.0	0.0	3.3	0.0	0.0										
CLEBURNE	3910	Alt	Base																					
	CLEBURNE		Alt	1	1	0	0	5.7	2.6	0.0	0.0	3.1	0.0	0.0										
CYLINDER	2826	Alt	Base																					
	CYLINDER		Alt	2	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
FORTWRTH	3908	Alt	Base																					
	FORT WORTH		Alt	1	1	0	0	11.0	9.4	0.0	0.0	1.6	0.0	0.0										
GENO	2697	Alt	Base																					
	GENOA		Alt	1	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
KULM	2646	Alt	Base																					
	KULM		Alt	1	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
LOBDELL	3625	Alt	Base																					
	LOBDELL		Alt	2	2	0	0	0.9	0.5	0.0	0.0	0.5	0.0	0.0										
MONUMENT	3210	Alt	Base																					
	MONUMENT		Alt	1	0	0	0	0.2	0.2	0.0	0.0	0.0	0.0	0.0										
ODESSA	3425	Alt	Base																					
	ODESSA		Alt	0	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
PRINCET	2752	Alt	Base																					

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data														Difference										
Location	Yard	Type																						
			Blocks		Locals		Cars per day							Blocks		Locals		Cars per day						
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
PRINCETON		Alt	1	2	0	0	1.5	0.7	0.0	0.0	0.7	0.0	0.0											
SALAMANC 3837	Alt	Base																						
SALAMANCA		Alt	1	1	0	0	9.9	9.1	0.0	0.0	0.8	0.0	0.0											
SARDIS 2051	Alt	Base																						
SARDIS		Alt	1	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0											
TAFT 217	Alt	Base																						
TAFT		Alt	3	2	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0											
WALKE JC 2147	Alt	Base																						
WALKERVILLE		Alt	2	1	0	0	0.4	0.0	0.0	0.4	0.0	0.0	0.0											
WOOD DAL 1342	Alt	Base																						
WOODDALE		Alt	2	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0											
ABBOTSFO 1295	Diff	Base	1	3	0	0	16.9	6.1	0.0	0.0	10.8	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
ABBOTSFORD		Alt	1	3	0	0	17.0	6.2	0.0	0.0	10.8	0.0	0.0											
ADVANCE 3919	Diff	Base	2	2	0	0	38.0	17.4	0.0	0.0	20.6	0.0	0.0	0	0	0	0	1.1	0.6	0.0	0.0	0.6	0.0	0.0
ADVANCE		Alt	2	2	0	0	39.1	17.9	0.0	0.0	21.2	0.0	0.0											
AGINCOUR 1831	Diff	Base	3	2	0	0	59.1	21.4	0.0	0.0	37.8	0.0	0.0	0	0	0	0	24.2	8.9	0.0	0.0	15.4	0.0	0.0
AGINCOURT		Alt	3	2	0	0	83.4	30.3	0.0	0.0	53.1	0.0	0.0											
AGINTRFR 2236	Diff	Base	1	1	0	0	3.2	1.6	0.0	0.0	1.6	0.0	0.0	0	0	0	0	0.2	0.2	0.0	0.0	0.0	0.0	0.0
AGINCOURT T		Alt	1	1	0	0	3.4	1.8	0.0	0.0	1.6	0.0	0.0											
AGUASCAL 3863	Diff	Base	3	3	0	0	1.8	1.6	0.0	0.0	0.1	0.0	0.0	0	0	0	0	6.6	4.1	0.0	0.0	2.5	0.0	0.0
AGUASCALIEN		Alt	3	3	0	0	8.3	5.7	0.0	0.0	2.6	0.0	0.0											
AHORCADO 3110	Diff	Base	6	5	0	0	116.2	56.9	0.0	6.5	52.8	0.0	0.0	-3	-4	0	0	-6.3	0.1	0.0	-6.5	0.1	0.0	0.0
AHORCADO		Alt	3	1	0	0	109.9	57.0	0.0	0.0	52.9	0.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
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			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held		
ALBANY	1599	Diff	Base	18	22	0	0	155.5	67.9	0.0	13.4	74.2	0.0	0.0	0	0	0	0	0.7	0.3	0.0	0.0	0.3	0.0	0.0	
	ALBANY		Alt	18	22	0	0	156.1	68.2	0.0	13.4	74.5	0.0	0.0												
ALEXAND	1092	Diff	Base	1	1	0	0	19.2	11.4	0.0	0.0	7.8	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
	ALEXANDRIA		Alt	1	1	0	0	19.3	11.4	0.0	0.0	7.9	0.0	0.0												
ALGONA	2824	Diff	Base	1	1	0	0	2.8	1.8	0.0	0.0	1.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	ALGONA		Alt	1	1	0	0	2.8	1.8	0.0	0.0	1.1	0.0	0.0												
ALKALI	3144	Diff	Base	1	2	0	0	99.5	51.6	0.0	0.0	47.9	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	
	ALKALI		Alt	1	2	0	0	99.7	51.8	0.0	0.0	48.0	0.0	0.0												
ALLISTON	173	Diff	Base	9	9	0	0	102.0	96.5	0.0	0.0	5.5	0.0	0.0	0	0	0	0	0.5	0.0	0.0	0.0	0.5	0.0	0.0	
	ALLISTON		Alt	9	9	0	0	102.5	96.5	0.0	0.0	6.0	0.0	0.0												
ALMACENE	3068	Diff	Base	2	1	0	0	9.7	5.6	0.0	0.0	4.1	0.0	0.0	0	0	0	0	3.7	2.0	0.0	0.0	1.7	0.0	0.0	
	ALMACENES		Alt	2	1	0	0	13.4	7.5	0.0	0.0	5.9	0.0	0.0												
ALYTH	239	Diff	Base	80	76	0	0	1,552.6	7.5	0.0	1,538.6	6.5	0.0	0.0	0	0	0	0	12.1	0.0	0.0	12.0	0.1	0.0	0.0	
	ALYTH		Alt	80	76	0	0	1,564.7	7.6	0.0	1,550.6	6.6	0.0	0.0												
APODACA	3158	Diff	Base	2	1	0	0	68.1	35.5	0.0	0.0	32.6	0.0	0.0	0	0	0	0	4.7	2.0	0.0	0.0	2.7	0.0	0.0	
	APODACA		Alt	2	1	0	0	72.8	37.5	0.0	0.0	35.3	0.0	0.0												
ARBELA	3866	Diff	Base	1	1	0	0	147.7	64.6	0.0	0.0	83.1	0.0	0.0	0	0	0	0	2.1	1.1	0.0	0.0	0.9	0.0	0.0	
	ARBELA		Alt	1	1	0	0	149.8	65.8	0.0	0.0	84.0	0.0	0.0												
ARCADIA	3590	Diff	Base	3	2	0	0	16.1	8.0	0.0	0.0	8.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	ARCADIA		Alt	3	2	0	0	16.1	8.0	0.0	0.0	8.1	0.0	0.0												
ARELLANO	3864	Diff	Base	1	2	0	0	11.3	4.7	0.0	0.0	6.6	0.0	0.0	0	0	0	0	0.8	0.3	0.0	0.0	0.5	0.0	0.0	
	ARELLANO		Alt	1	2	0	0	12.2	5.0	0.0	0.0	7.1	0.0	0.0												
ARTESIA	3324	Diff	Base	15	20	0	0	330.5	34.0	0.0	292.5	4.0	0.0	0.0	1	0	0	0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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			Blocks		Locals		Cars per day							Blocks		Locals		Cars per day									
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held			
ARTESIA			Alt	16	20	0	0	332.7	34.0	0.0	294.7	4.0	0.0	0.0													
ASHDOWN	3673	Diff	Base	3	4	0	0	45.7	16.8	0.0	1.6	27.4	0.0	0.0	0	0	0	0	7.9	0.0	0.0	0.0	7.9	0.0	0.0		
ASHDOWN			Alt	3	4	0	0	53.5	16.8	0.0	1.6	35.2	0.0	0.0													
AUSTI	2807	Diff	Base	12	12	0	0	18.6	1.4	0.0	16.0	1.2	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0		
AUSTIN			Alt	12	12	0	0	18.7	1.4	0.0	16.1	1.2	0.0	0.0													
BAJIO	2279	Diff	Base	1	1	0	0	42.3	10.1	0.0	0.0	32.1	0.0	0.0	0	0	0	0	5.1	3.4	0.0	0.0	1.7	0.0	0.0		
BAJIO			Alt	1	1	0	0	47.3	13.5	0.0	0.0	33.8	0.0	0.0													
BARRETT	79	Diff	Base	2	1	0	0	0.3	0.1	0.0	0.0	0.2	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
BARRETT			Alt	2	1	0	0	0.3	0.1	0.0	0.0	0.2	0.0	0.0													
BATON RO	3626	Diff	Base	9	9	0	0	169.7	47.0	0.0	29.1	93.6	0.0	0.0	0	0	0	0	5.1	1.6	0.0	2.6	0.9	0.0	0.0		
BATON ROUGE			Alt	9	9	0	0	174.8	48.6	0.0	31.6	94.6	0.0	0.0													
BAYOU PI	3684	Diff	Base	1	1	0	0	53.0	25.7	0.0	0.0	27.3	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0		
BAYOU PIERR			Alt	1	1	0	0	53.1	25.8	0.0	0.0	27.3	0.0	0.0													
BEAUMONT	3701	Diff	Base	5	6	0	0	157.9	60.5	0.0	33.0	64.4	0.0	0.0	0	0	0	0	6.2	2.3	0.0	0.9	2.9	0.0	0.0		
BEAUMONT			Alt	5	6	0	0	164.1	62.8	0.0	34.0	67.3	0.0	0.0													
BEN IMS	1330	Diff	Base	13	11	0	0	128.8	62.7	0.0	5.1	61.0	0.0	0.0	9	9	0	0	274.3	136.9	0.0	6.9	130.5	0.0	0.0		
BENSENVILLE			Alt	22	20	0	0	403.1	199.6	0.0	12.0	191.4	0.0	0.0													
BENSENVI	169	Diff	Base	81	63	0	0	982.8	380.3	0.0	591.8	10.7	0.0	0.0	6	3	0	0	112.1	7.5	0.0	94.5	10.1	0.0	0.0		
BENSENVILLE			Alt	87	66	0	0	1,094.9	387.8	0.0	686.3	20.8	0.0	0.0													
BENSENWI	1345	Diff	Base	9	8	0	0	5.3	1.6	0.0	3.3	0.4	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0		
BENSENVILLE			Alt	9	8	0	0	5.4	1.6	0.0	3.4	0.4	0.0	0.0													
BETTENDO	2755	Diff	Base	1	2	0	0	4.9	2.6	0.0	0.0	2.3	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
BETTENDORF			Alt	1	2	0	0	5.0	2.7	0.0	0.0	2.3	0.0	0.0													

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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BIENFAIT	1047	Diff	Base	3	2	0	0	4.0	1.1	0.0	0.0	3.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BIENFAIT			Alt	3	2	0	0	4.0	1.1	0.0	0.0	3.0	0.0	0.0											
BLOOMIN	2809	Diff	Base	1	1	0	0	1.0	0.5	0.0	0.0	0.5	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
BLOOMING PR			Alt	1	1	0	0	1.1	0.5	0.0	0.0	0.6	0.0	0.0											
BLUE ISL	168	Diff	Base	1	1	0	0	4.3	0.5	0.0	0.0	3.8	0.0	0.0	0	0	0	0	1.4	0.7	0.0	0.0	0.7	0.0	0.0
BLUE ISLAND			Alt	1	1	0	0	5.7	1.2	0.0	0.0	4.5	0.0	0.0											
BOSSIERC	3681	Diff	Base	7	1	0	0	54.4	3.1	0.0	48.6	2.6	0.0	0.0	0	0	0	0	1.5	0.0	0.0	1.5	0.0	0.0	0.0
BOSSIER CIT			Alt	7	1	0	0	55.8	3.1	0.0	50.1	2.6	0.0	0.0											
BOW ISLA	37	Diff	Base	3	3	0	0	8.4	8.3	0.0	0.0	0.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BOW ISLAND			Alt	3	3	0	0	8.5	8.3	0.0	0.0	0.2	0.0	0.0											
BRANDON	325	Diff	Base	54	42	0	0	300.6	32.2	0.0	210.2	58.1	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
BRANDON			Alt	54	42	0	0	300.7	32.3	0.0	210.2	58.2	0.0	0.0											
BROCKVIL	1589	Diff	Base	1	2	0	0	9.4	5.0	0.0	0.0	4.4	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
BROCKVILLE			Alt	1	2	0	0	9.4	5.1	0.0	0.0	4.3	0.0	0.0											
BROOKLWN	3888	Diff	Base	1	1	0	0	43.5	39.3	0.0	0.0	4.2	0.0	0.0	0	0	0	0	0.8	0.1	0.0	0.0	0.7	0.0	0.0
BROOKLAWN			Alt	1	1	0	0	44.3	39.4	0.0	0.0	4.9	0.0	0.0											
BROOKWOO	3893	Diff	Base	1	1	0	0	94.3	41.0	0.0	0.0	53.3	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
BROOKWOOD			Alt	1	1	0	0	94.3	41.0	0.0	0.0	53.3	0.0	0.0											
BROOTEN	136	Diff	Base	1	1	0	0	10.9	5.4	0.0	0.0	5.4	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.1	0.0	0.0
BROOTEN			Alt	1	1	0	0	11.1	5.6	0.0	0.0	5.6	0.0	0.0											
BROWNJCT	1780	Diff	Base	19	21	0	0	93.5	27.1	0.0	28.9	37.5	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
BROWNVILLE			Alt	19	21	0	0	93.7	27.2	0.0	28.9	37.5	0.0	0.0											
BRWNSVLL	3903	Diff	Base	1	1	0	0	349.8	177.0	0.0	0.0	172.8	0.0	0.0	0	0	0	0	0.9	0.4	0.0	0.0	0.4	0.0	0.0

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BROWNSVILLE			Alt	1	1	0	0	350.6	177.5	0.0	0.0	173.2	0.0	0.0													
BUFFALO	1566	Diff	Base	7	11	0	0	128.0	71.1	0.0	0.0	56.9	0.0	0.0	0	0	0	0	0.2	0.2	0.0	0.0	0.0	0.0	0.0		
BUFFALO			Alt	7	11	0	0	128.2	71.3	0.0	0.0	56.9	0.0	0.0													
CALG IMS	1301	Diff	Base	16	13	0	0	164.6	82.5	0.0	0.3	81.7	0.0	0.0	0	0	0	0	0.5	0.2	0.0	0.1	0.2	0.0	0.0		
CALGARY IMS			Alt	16	13	0	0	165.0	82.7	0.0	0.4	81.9	0.0	0.0													
CALG TFR	2690	Diff	Base	1	1	0	0	4.3	2.4	0.0	0.0	1.9	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
CALGARY TFR			Alt	1	1	0	0	4.3	2.4	0.0	0.0	1.9	0.0	0.0													
CALGARY	1302	Diff	Base	5	11	0	0	48.9	26.6	0.0	0.0	22.3	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
CALGARY			Alt	5	11	0	0	48.9	26.6	0.0	0.0	22.3	0.0	0.0													
CALUMET	338	Diff	Base	3	6	0	0	180.9	6.0	0.0	0.0	175.0	0.0	0.0	0	0	0	0	2.0	0.2	0.0	0.0	1.8	0.0	0.0		
CALUMET			Alt	3	6	0	0	182.9	6.2	0.0	0.0	176.7	0.0	0.0													
CAMANCHE	2751	Diff	Base	5	4	0	0	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0		
CAMANCHE			Alt	5	4	0	0	1.6	1.5	0.0	0.0	0.1	0.0	0.0													
CAMCKTFR	2248	Diff	Base	1	1	0	0	22.0	9.8	0.0	0.0	12.2	0.0	0.0	0	0	0	0	3.3	1.6	0.0	0.0	1.7	0.0	0.0		
CAMPBELL CR			Alt	1	1	0	0	25.2	11.4	0.0	0.0	13.9	0.0	0.0													
CANADIAN	1309	Diff	Base	1	1	0	0	16.6	7.7	0.0	0.0	8.9	0.0	0.0	0	0	0	0	0.9	0.0	0.0	0.0	0.9	0.0	0.0		
CDN SUPR OI			Alt	1	1	0	0	17.5	7.7	0.0	0.0	9.8	0.0	0.0													
CARDIGAN	1226	Diff	Base	6	1	0	0	6.6	3.0	0.0	3.5	0.0	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0		
CARDIGAN JC			Alt	6	1	0	0	6.7	3.0	0.0	3.6	0.1	0.0	0.0													
CASTLEGA	686	Diff	Base	13	11	0	0	32.3	0.0	0.0	32.3	0.1	0.0	0.0	0	0	0	0	0.5	0.1	0.0	0.3	0.1	0.0	0.0		
CASTLEGAR			Alt	13	11	0	0	32.9	0.1	0.0	32.5	0.2	0.0	0.0													
CELAYA	3531	Diff	Base	3	1	0	0	97.0	52.0	0.0	0.0	45.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
CELAYA			Alt	3	1	0	0	97.0	52.1	0.0	0.0	45.0	0.0	0.0													

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CHAPLEAU	156	Diff	Base	5	5	0	0	10.7	5.9	0.0	0.0	4.8	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	CHAPLEAU		Alt	5	5	0	0	10.8	5.9	0.0	0.0	4.8	0.0	0.0											
CHICALOT	3532	Diff	Base	2	4	0	0	20.1	7.2	0.0	0.0	12.9	0.0	0.0	0	0	0	0	0.4	0.2	0.0	0.0	0.2	0.0	0.0
	CHICALOTE		Alt	2	4	0	0	20.5	7.4	0.0	0.0	13.1	0.0	0.0											
CHILLICO	2732	Diff	Base	1	1	0	0	2.3	0.9	0.0	0.0	1.4	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CHILLICOTHE		Alt	1	1	0	0	2.3	0.9	0.0	0.0	1.4	0.0	0.0											
CLEARING	121	Diff	Base	8	10	0	0	691.3	407.8	0.0	0.0	283.5	0.0	0.0	0	0	0	0	2.0	1.5	0.0	0.0	0.5	0.0	0.0
	CHICAGO CLE		Alt	8	10	0	0	693.3	409.3	0.0	0.0	284.0	0.0	0.0											
CLINTON	3862	Diff	Base	1	1	0	0	2.9	1.4	0.0	0.0	1.5	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	CLINTON		Alt	1	1	0	0	3.0	1.4	0.0	0.0	1.5	0.0	0.0											
CLOVERBA	1127	Diff	Base	11	17	0	0	433.1	165.8	0.0	131.2	136.1	0.0	0.0	0	0	0	0	11.3	3.5	0.0	1.9	5.9	0.0	0.0
	CLOVER BAR		Alt	11	17	0	0	444.4	169.3	0.0	133.1	142.0	0.0	0.0											
COCHRANE	235	Diff	Base	1	1	0	0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	COCHRANE		Alt	1	1	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0											
COQUITLA	203	Diff	Base	73	56	0	0	2,560.6	89.1	0.0	2,371.6	99.9	0.0	0.0	0	0	0	0	4.2	0.0	0.0	4.2	0.0	0.0	0.0
	COQUITLAM		Alt	73	56	0	0	2,564.8	89.1	0.0	2,375.7	99.9	0.0	0.0											
CORDOVA	2970	Diff	Base	1	1	0	0	6.9	2.8	0.0	0.0	4.0	0.0	0.0	0	0	0	0	3.4	1.7	0.0	0.0	1.7	0.0	0.0
	CORDOVA		Alt	1	1	0	0	10.3	4.6	0.0	0.0	5.7	0.0	0.0											
CORPUSCH	3746	Diff	Base	6	9	0	0	264.4	95.6	0.0	2.2	166.6	0.0	0.0	0	0	0	0	-4.9	0.3	0.0	0.0	-5.1	0.0	0.0
	CORPUS CHRI		Alt	6	9	0	0	259.5	95.9	0.0	2.2	161.4	0.0	0.0											
COTTAGE	163	Diff	Base	8	4	0	0	103.3	50.7	0.0	2.1	50.5	0.0	0.0	0	0	0	0	8.6	4.7	0.0	0.0	3.8	0.0	0.0
	COTTAGE GRO		Alt	8	4	0	0	111.9	55.4	0.0	2.1	54.3	0.0	0.0											
COTTONVA	3921	Diff	Base	2	2	0	0	12.7	5.2	0.0	0.0	7.5	0.0	0.0	0	0	0	0	1.4	0.6	0.0	0.0	0.8	0.0	0.0

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Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data													Difference												
Location	Yard	Type						Cars per day										Cars per day							
			Blocks		Locals								Blocks		Locals										
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	
COTTON VALL			Alt	2	2	0	0	14.1	5.8	0.0	0.0	8.3	0.0	0.0											
COWANSVI	3063	Diff	Base	1	1	0	0	1.4	0.9	0.0	0.0	0.5	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COWANSVILLE			Alt	1	1	0	0	1.4	0.9	0.0	0.0	0.5	0.0	0.0											
CRANBROO	94	Diff	Base	26	29	0	0	18.6	1.5	0.0	16.2	0.9	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CRANBROOK			Alt	26	29	0	0	18.6	1.5	0.0	16.2	0.9	0.0	0.0											
CUAUTITL	3799	Diff	Base	2	2	0	0	24.4	6.3	0.0	0.0	18.1	0.0	0.0	0	0	0	0	1.1	0.6	0.0	0.0	0.5	0.0	0.0
CUAUTITLAN			Alt	2	2	0	0	25.5	6.8	0.0	0.0	18.7	0.0	0.0											
DALLAS	3853	Diff	Base	3	3	0	0	75.4	27.2	0.0	6.2	42.0	0.0	0.0	0	0	0	0	8.4	4.2	0.0	0.2	4.0	0.0	0.0
DALLAS			Alt	3	3	0	0	83.8	31.4	0.0	6.4	46.0	0.0	0.0											
DAVENPOR	3014	Diff	Base	2	2	0	0	61.7	26.5	0.0	0.0	35.2	0.0	0.0	0	0	0	0	0.4	0.2	0.0	0.0	0.2	0.0	0.0
DAVENPORT			Alt	2	2	0	0	62.1	26.7	0.0	0.0	35.4	0.0	0.0											
DAVIS J	2698	Diff	Base	17	19	0	0	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0	0	0	0	1.2	0.0	0.0	1.2	0.0	0.0	0.0
DAVIS JUNCT			Alt	17	19	0	0	16.6	0.0	0.0	16.6	0.0	0.0	0.0											
DE QUEEN	3151	Diff	Base	3	4	0	0	60.4	24.4	0.0	8.9	27.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DE QUEEN			Alt	3	4	0	0	60.4	24.4	0.0	8.9	27.1	0.0	0.0											
DEFOREST	591	Diff	Base	2	1	0	0	3.3	1.9	0.0	0.0	1.3	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.1	0.0	0.0
DE FOREST			Alt	2	1	0	0	3.4	2.0	0.0	0.0	1.4	0.0	0.0											
DENTON	3379	Diff	Base	0	1	0	0	3.1	0.0	0.0	0.0	3.1	0.0	0.0	0	0	0	0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
DENTON			Alt	0	1	0	0	3.3	0.0	0.0	0.0	3.3	0.0	0.0											
DEQUINCY	3163	Diff	Base	1	1	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DE QUINCY			Alt	1	1	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0											
DERIDDER	3696	Diff	Base	1	2	0	0	7.3	3.8	0.0	0.0	3.5	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DE RIDDER			Alt	1	2	0	0	7.4	3.8	0.0	0.0	3.5	0.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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DOYLINE	3631	Diff	Base	0	1	0	0	11.8	0.0	0.0	0.0	11.8	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	DOYLINE		Alt	0	1	0	0	11.8	0.0	0.0	0.0	11.8	0.0	0.0											
DRYDEN	187	Diff	Base	5	4	0	0	26.0	12.2	0.0	2.1	11.7	0.0	0.0	0	0	0	0	0.2	0.0	0.0	0.2	0.0	0.0	0.0
	DRYDEN		Alt	5	4	0	0	26.2	12.2	0.0	2.3	11.7	0.0	0.0											
DULUTH	1269	Diff	Base	2	2	0	0	44.3	21.4	0.0	0.0	22.9	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	DULUTH		Alt	2	2	0	0	44.3	21.4	0.0	0.0	22.9	0.0	0.0											
DUNMORE	258	Diff	Base	41	10	0	0	139.3	11.9	0.0	113.5	13.9	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	DUNMORE		Alt	41	10	0	0	139.3	11.9	0.0	113.5	13.9	0.0	0.0											
DUPONTBC	3025	Diff	Base	2	2	0	0	29.1	14.9	0.0	0.0	14.2	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	DUPONT		Alt	2	2	0	0	29.1	14.9	0.0	0.0	14.2	0.0	0.0											
DURAZNO	3533	Diff	Base	2	1	0	0	15.5	6.4	0.0	0.0	9.1	0.0	0.0	0	0	0	0	1.8	0.9	0.0	0.0	0.9	0.0	0.0
	DURAZNO		Alt	2	1	0	0	17.4	7.3	0.0	0.0	10.1	0.0	0.0											
E EDMONT	1126	Diff	Base	11	10	0	0	243.9	121.3	0.0	0.0	122.6	0.0	0.0	0	0	0	0	1.6	0.8	0.0	0.0	0.8	0.0	0.0
	EAST EDMONT		Alt	11	10	0	0	245.4	122.0	0.0	0.0	123.4	0.0	0.0											
EAST MOL	2968	Diff	Base	2	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	EAST MOLINE		Alt	2	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0											
EASTPORT	2382	Diff	Base	35	96	0	0	917.0	472.9	0.0	0.0	444.1	0.0	0.0	0	0	0	0	-2.5	0.0	0.0	0.0	-2.5	0.0	0.0
	EASTPORT		Alt	35	96	0	0	914.5	472.9	0.0	0.0	441.6	0.0	0.0											
EASTSTLO	3391	Diff	Base	12	10	0	0	103.9	54.5	0.0	4.1	45.3	0.0	0.0	0	1	0	0	0.4	0.1	0.0	0.3	0.1	0.0	0.0
	EAST ST LOU		Alt	12	11	0	0	104.3	54.5	0.0	4.4	45.3	0.0	0.0											
EDMONIMS	1319	Diff	Base	15	10	0	0	69.5	33.4	0.0	1.9	34.2	0.0	0.0	0	0	0	0	0.4	0.0	0.0	0.0	0.4	0.0	0.0
	EDMONTON IM		Alt	15	10	0	0	69.9	33.4	0.0	1.9	34.6	0.0	0.0											
EDMONTFR	2184	Diff	Base	1	2	0	0	10.6	5.4	0.0	0.0	5.3	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
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Maps indicating locations of principal yards follow the table.

Project Data													Difference												
Location	Yard	Type		Blocks		Locals		Cars per day						Blocks		Locals		Cars per day							
				Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
EDMONTON TF			Alt	1	2	0	0	10.7	5.4	0.0	0.0	5.3	0.0	0.0											
ELLERSLI	22	Diff	Base	7	6	0	0	18.4	0.0	0.0	18.4	0.0	0.0	0.0	0	0	0	0	0.3	0.0	0.0	0.3	0.0	0.0	0.0
ELLERSLIE			Alt	7	6	0	0	18.7	0.0	0.0	18.7	0.0	0.0	0.0											
ENCANTA	3508	Diff	Base	4	3	0	0	42.3	17.1	0.0	1.9	23.3	0.0	0.0	1	1	0	0	2.1	2.6	0.0	0.0	-0.6	0.0	0.0
ENCANTADA			Alt	5	4	0	0	44.4	19.7	0.0	1.9	22.7	0.0	0.0											
ESCOBED	3097	Diff	Base	24	19	0	0	297.3	5.9	0.0	290.9	0.5	0.0	0.0	0	1	0	0	-34.1	0.7	0.0	-35.6	0.7	0.0	0.0
ESCOBEDO			Alt	24	20	0	0	263.1	6.6	0.0	255.4	1.2	0.0	0.0											
ESCOBEDO	3148	Diff	Base	2	1	0	0	82.8	40.1	0.0	0.0	42.6	0.0	0.0	0	0	0	0	1.1	1.1	0.0	0.0	0.0	0.0	0.0
ESCOBEDO			Alt	2	1	0	0	83.9	41.3	0.0	0.0	42.6	0.0	0.0											
ESTEVAN	57	Diff	Base	30	23	0	0	77.2	16.1	0.0	47.4	13.7	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ESTEVAN			Alt	30	23	0	0	77.2	16.1	0.0	47.4	13.7	0.0	0.0											
FAIRMONT	88	Diff	Base	1	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FAIRMONT			Alt	1	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0											
FARNHAM	1710	Diff	Base	19	17	0	0	29.1	1.9	0.0	24.5	2.8	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
FARNHAM			Alt	19	17	0	0	29.2	1.9	0.0	24.5	2.8	0.0	0.0											
FRANKLIN	115	Diff	Base	1	1	0	0	0.8	0.5	0.0	0.0	0.3	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FRANKLIN PA			Alt	1	1	0	0	0.8	0.5	0.0	0.0	0.3	0.0	0.0											
FT SMITH	3360	Diff	Base	1	1	0	0	32.4	16.6	0.0	0.0	15.7	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
FT SMITH			Alt	1	1	0	0	32.6	16.8	0.0	0.0	15.8	0.0	0.0											
GALT	1591	Diff	Base	5	6	0	0	165.6	11.0	0.0	150.6	4.1	0.0	0.0	0	0	0	0	0.5	0.0	0.0	0.5	0.0	0.0	0.0
GALT			Alt	5	6	0	0	166.2	11.0	0.0	151.1	4.1	0.0	0.0											
GARYVILL	3729	Diff	Base	1	1	0	0	39.7	15.0	0.0	0.0	24.7	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.2	0.0	0.0
GARYVILLE			Alt	1	1	0	0	40.0	15.2	0.0	0.0	24.9	0.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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Location	Yard	Type																							
			Blocks		Locals		Cars per day							Blocks		Locals		Cars per day							
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	
GEISMAR	3907	Diff	Base	2	2	0	0	33.8	16.2	0.0	0.0	17.6	0.0	0.0	0	0	0	0	1.3	0.6	0.0	0.0	0.7	0.0	0.0
	GEISMAR		Alt	2	2	0	0	35.1	16.8	0.0	0.0	18.3	0.0	0.0											
GIBSLAND	3589	Diff	Base	4	3	0	0	45.4	4.1	0.0	37.9	3.3	0.0	0.0	0	0	0	0	1.3	0.1	0.0	1.1	0.1	0.0	0.0
	GIBSLAND		Alt	4	3	0	0	46.6	4.2	0.0	39.0	3.4	0.0	0.0											
GIBSON	171	Diff	Base	5	8	0	0	176.1	70.6	0.0	0.0	105.5	0.0	0.0	0	0	0	0	-0.7	0.0	0.0	0.0	-0.7	0.0	0.0
	GIBSON		Alt	5	8	0	0	175.4	70.6	0.0	0.0	104.8	0.0	0.0											
GLENWOOD	184	Diff	Base	65	68	0	0	246.3	66.4	0.0	100.6	79.2	0.0	0.0	0	0	0	0	0.4	0.0	0.0	0.4	0.0	0.0	0.0
	GLENWOOD		Alt	65	68	0	0	246.6	66.4	0.0	101.0	79.2	0.0	0.0											
GOLDEN V	1487	Diff	Base	1	1	0	0	0.3	0.2	0.0	0.0	0.1	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.1	0.0	0.0
	GOLDEN VALL		Alt	1	1	0	0	0.6	0.3	0.0	0.0	0.3	0.0	0.0											
GOLDEN W	195	Diff	Base	42	40	0	0	781.5	7.6	0.0	67.8	706.1	0.0	0.0	0	0	0	0	0.4	0.1	0.0	0.2	0.1	0.0	0.0
	GOLDEN		Alt	42	40	0	0	781.9	7.7	0.0	67.9	706.3	0.0	0.0											
GRAMERCY	3356	Diff	Base	1	1	0	0	30.5	13.5	0.0	0.0	17.0	0.0	0.0	0	0	0	0	0.0	-0.2	0.0	0.0	0.2	0.0	0.0
	GRAMERCY		Alt	1	1	0	0	30.5	13.3	0.0	0.0	17.2	0.0	0.0											
GRANDVIE	3575	Diff	Base	1	1	0	0	1.7	0.8	0.0	0.0	0.9	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.1	0.0	0.0
	GRANDVIEW		Alt	1	1	0	0	1.8	0.8	0.0	0.0	0.9	0.0	0.0											
GUELPH J	1564	Diff	Base	1	2	0	0	15.6	8.8	0.0	0.0	6.9	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
	GUELPH JCT		Alt	1	2	0	0	15.7	8.9	0.0	0.0	6.9	0.0	0.0											
HAGEY	2169	Diff	Base	10	4	0	0	213.7	73.4	0.0	6.3	134.0	0.0	0.0	0	0	0	0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
	HAGEY		Alt	10	4	0	0	214.0	73.4	0.0	6.3	134.2	0.0	0.0											
HAMILTFR	2232	Diff	Base	3	3	0	0	17.5	9.3	0.0	0.0	8.2	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HAMILTON TF		Alt	3	3	0	0	17.5	9.3	0.0	0.0	8.2	0.0	0.0											
HAMILTON	1563	Diff	Base	1	2	0	0	30.1	15.7	0.0	0.0	14.4	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

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HAMILTON		Alt	1	2	0	0	30.2	15.7	0.0	0.0	14.5	0.0	0.0											
HANKINSO 74	Diff	Base	30	24	0	0	106.8	15.4	0.0	66.1	25.3	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HANKINSON		Alt	30	24	0	0	106.8	15.4	0.0	66.1	25.3	0.0	0.0											
HANOVER 1337	Diff	Base	1	1	0	0	0.8	0.4	0.0	0.0	0.5	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
HANOVER PAR		Alt	1	1	0	0	0.9	0.4	0.0	0.0	0.5	0.0	0.0											
HARVEY 66	Diff	Base	30	21	0	0	254.5	15.4	0.0	223.9	15.1	0.0	0.0	0	0	0	0	0.9	0.1	0.0	0.6	0.1	0.0	0.0
HARVEY		Alt	30	21	0	0	255.4	15.6	0.0	224.5	15.3	0.0	0.0											
HEAVENER 3668	Diff	Base	14	15	0	0	115.1	11.5	0.0	71.4	32.3	0.0	0.0	0	0	0	0	0.2	0.0	0.0	0.2	0.0	0.0	0.0
HEAVENER		Alt	14	15	0	0	115.4	11.5	0.0	71.6	32.3	0.0	0.0											
HILL 2478	Diff	Base	1	11	0	0	726.8	0.1	0.0	726.7	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HILL		Alt	1	11	0	0	726.8	0.1	0.0	726.7	0.0	0.0	0.0											
HOCHELAG 1578	Diff	Base	17	19	0	0	48.4	0.1	0.0	48.3	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOCHELAGA		Alt	17	19	0	0	48.4	0.1	0.0	48.3	0.0	0.0	0.0											
HOMEGLEN 658	Diff	Base	1	1	0	0	12.9	6.7	0.0	0.0	6.3	0.0	0.0	0	0	0	0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
HOMEGLEN		Alt	1	1	0	0	13.1	6.6	0.0	0.0	6.5	0.0	0.0											
HUGHES S 3638	Diff	Base	10	11	0	0	32.0	0.1	0.0	31.7	0.2	0.0	0.0	0	0	0	0	0.6	0.1	0.0	0.4	0.1	0.0	0.0
HUGHES SPRI		Alt	10	11	0	0	32.6	0.2	0.0	32.1	0.3	0.0	0.0											
HUMBOLDT 162	Diff	Base	19	23	0	0	53.6	11.4	0.0	31.2	11.0	0.0	0.0	0	0	0	0	1.0	0.3	0.0	0.4	0.3	0.0	0.0
MINNEAPOLIS		Alt	19	23	0	0	54.6	11.7	0.0	31.7	11.3	0.0	0.0											
IBERVILL 1777	Diff	Base	1	1	0	0	1.0	0.5	0.0	0.0	0.5	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IBERVILLE		Alt	1	1	0	0	1.0	0.5	0.0	0.0	0.5	0.0	0.0											
INTERPUE 3825	Diff	Base	9	12	0	0	110.3	52.5	0.0	11.0	46.8	0.0	0.0	3	5	0	0	6.8	1.3	0.0	-0.3	5.9	0.0	0.0
INTERPUERTO		Alt	12	17	0	0	117.1	53.8	0.0	10.7	52.6	0.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
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				Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
INTL FRE	3092	Diff	Base	5	5	0	0	54.9	31.0	0.0	7.8	16.1	0.0	0.0	4	5	0	0	65.0	31.7	0.0	0.5	32.9	0.0	0.0
INTL FREIGH			Alt	9	10	0	0	119.9	62.6	0.0	8.3	49.0	0.0	0.0											
ISLINGTO	1836	Diff	Base	1	1	0	0	3.6	2.1	0.0	0.0	1.5	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.1	0.0	0.0
ISLINGTON			Alt	1	1	0	0	3.8	2.2	0.0	0.0	1.6	0.0	0.0											
JACKSN	3861	Diff	Base	23	22	0	0	378.2	72.2	0.0	229.8	76.3	0.0	0.0	0	0	0	0	-38.2	-1.2	0.0	-39.7	2.7	0.0	0.0
JACKSON			Alt	23	22	0	0	340.0	71.0	0.0	190.0	79.0	0.0	0.0											
JALAPA	3465	Diff	Base	11	12	0	0	49.6	1.3	0.0	43.2	5.1	0.0	0.0	0	0	0	0	0.6	0.0	0.0	0.6	0.0	0.0	0.0
JALAPA			Alt	11	12	0	0	50.2	1.3	0.0	43.8	5.1	0.0	0.0											
JANESVI	2797	Diff	Base	2	2	0	0	3.4	1.6	0.0	0.0	1.8	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
JANESVILLE			Alt	2	2	0	0	3.6	1.7	0.0	0.0	1.9	0.0	0.0											
JEFFERS	3636	Diff	Base	1	1	0	0	7.9	3.9	0.0	0.0	4.1	0.0	0.0	0	0	0	0	0.2	0.2	0.0	0.0	0.0	0.0	0.0
JEFFERSON			Alt	1	1	0	0	8.2	4.1	0.0	0.0	4.1	0.0	0.0											
JEFFERSO	1554	Diff	Base	1	1	0	0	0.8	0.3	0.0	0.0	0.5	0.0	0.0	1	1	0	0	13.7	7.9	0.0	0.0	5.9	0.0	0.0
JEFFERSONVI			Alt	2	2	0	0	14.5	8.1	0.0	0.0	6.4	0.0	0.0											
JESUS MA	3171	Diff	Base	2	2	0	0	85.4	42.1	0.0	0.0	43.3	0.0	0.0	0	0	0	0	23.6	15.5	0.0	0.0	8.1	0.0	0.0
JESUS MARIA			Alt	2	2	0	0	109.0	57.6	0.0	0.0	51.4	0.0	0.0											
JOPLIN	3578	Diff	Base	2	2	0	0	8.6	4.2	0.0	0.0	4.4	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.1	0.0	0.0
JOPLIN			Alt	2	2	0	0	8.8	4.3	0.0	0.0	4.5	0.0	0.0											
JUDSON F	1417	Diff	Base	1	1	0	0	3.3	0.6	0.0	0.0	2.7	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
JUDSON FLAT			Alt	1	1	0	0	3.4	0.7	0.0	0.0	2.7	0.0	0.0											
KAMLOOPS	193	Diff	Base	24	31	0	0	295.5	115.8	0.0	79.1	100.6	0.0	0.0	0	0	0	0	7.2	1.8	0.0	3.5	1.9	0.0	0.0
KAMLOOPS			Alt	24	31	0	0	302.7	117.6	0.0	82.6	102.5	0.0	0.0											
KANSA MO	2975	Diff	Base	39	110	0	0	506.5	282.4	0.0	41.8	182.3	0.0	0.0	0	1	0	0	8.0	0.0	0.0	8.7	-0.7	0.0	0.0
KANSAS CITY			Alt	39	111	0	0	514.5	282.4	0.0	50.5	181.6	0.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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KCS LARE	3310	Diff	Base	5	21	0	0	1,078.6	585.4	0.0	16.1	477.1	0.0	0.0	0	-1	0	0	-34.9	-2.9	0.0	-5.4	-26.6	0.0	0.0
	LAREDO		Alt	5	20	0	0	1,043.7	582.5	0.0	10.7	450.5	0.0	0.0											
KENDLETO	3607	Diff	Base	5	6	0	0	90.7	11.6	0.0	71.1	7.9	0.0	0.0	0	-1	0	0	1.6	0.0	0.0	0.2	1.5	0.0	0.0
	KENDLETON		Alt	5	5	0	0	92.3	11.6	0.0	71.3	9.4	0.0	0.0											
KENORA	161	Diff	Base	5	5	0	0	9.0	4.5	0.0	0.1	4.4	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.2	0.0	0.0
	KENORA		Alt	5	5	0	0	9.3	4.6	0.0	0.1	4.6	0.0	0.0											
KIMBERLY	3813	Diff	Base	2	2	0	0	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1.2	0.6	0.0	0.0	0.6	0.0	0.0
	KIMBERLY RA		Alt	2	2	0	0	2.5	1.9	0.0	0.0	0.6	0.0	0.0											
KINNEAR	1810	Diff	Base	9	8	0	0	53.3	0.0	0.0	53.3	0.0	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
	KINNEAR		Alt	9	8	0	0	53.3	0.0	0.0	53.3	0.0	0.0	0.0											
KRAFT	684	Diff	Base	1	3	0	0	32.8	16.9	0.0	0.0	16.0	0.0	0.0	0	0	0	0	0.6	0.3	0.0	0.0	0.3	0.0	0.0
	KRAFT		Alt	1	3	0	0	33.4	17.2	0.0	0.0	16.3	0.0	0.0											
LA CROSS	165	Diff	Base	32	30	0	0	152.4	17.3	0.0	118.8	16.3	0.0	0.0	0	0	0	0	-3.6	0.0	0.0	-3.6	0.0	0.0	0.0
	LA CROSSE		Alt	32	30	0	0	148.8	17.3	0.0	115.2	16.3	0.0	0.0											
LA TRASQ	3181	Diff	Base	1	1	0	0	5.4	3.1	0.0	0.0	2.4	0.0	0.0	0	0	0	0	0.7	0.3	0.0	0.0	0.3	0.0	0.0
	LA TRASQUIL		Alt	1	1	0	0	6.1	3.4	0.0	0.0	2.7	0.0	0.0											
LACHIMS	1884	Diff	Base	15	15	0	0	147.8	75.7	0.0	0.4	71.8	0.0	0.0	0	0	0	0	0.8	0.6	0.0	0.0	0.2	0.0	0.0
	LACHINE IMS		Alt	15	15	0	0	148.7	76.3	0.0	0.4	72.0	0.0	0.0											
LACHINE	1854	Diff	Base	1	1	0	0	2.3	1.3	0.0	0.0	1.0	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
	LACHINE		Alt	1	1	0	0	2.4	1.3	0.0	0.0	1.1	0.0	0.0											
LACHTFR	2179	Diff	Base	1	1	0	0	3.1	1.5	0.0	0.0	1.6	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LACHINE TFR		Alt	1	1	0	0	3.0	1.5	0.0	0.0	1.5	0.0	0.0											
LAGRANGE	3514	Diff	Base	1	2	0	0	93.1	48.9	0.0	0.0	44.2	0.0	0.0	0	0	0	0	0.2	0.2	0.0	0.0	0.0	0.0	0.0

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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Project Data													Difference													
Location	Yard	Type																								
			Blocks		Locals		Cars per day						Blocks		Locals		Cars per day									
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held		
	LAGRANGE		Alt	1	2	0	0	93.3	49.1	0.0	0.0	44.2	0.0	0.0												
LAKE	366	Diff	Base	2	1	0	0	10.8	5.8	0.0	0.0	5.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0		
	LAKE		Alt	2	1	0	0	10.8	5.8	0.0	0.0	5.0	0.0	0.0												
LAKE CHA	3858	Diff	Base	1	1	0	0	36.2	15.0	0.0	0.0	21.2	0.0	0.0	0	0	0	0	0.2	0.0	0.0	0.0	0.2	0.0		
	LAKE CHARLE		Alt	1	1	0	0	36.4	15.0	0.0	0.0	21.4	0.0	0.0												
LAMBTN	1125	Diff	Base	18	12	0	0	250.0	1.1	0.0	247.6	1.3	0.0	0.0	0	0	0	0	5.4	0.0	0.0	5.4	0.0	0.0		
	LAMBTON PAR		Alt	18	12	0	0	255.5	1.1	0.0	253.1	1.3	0.0	0.0												
LAREDO	2731	Diff	Base	4	4	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0	0	0	0	1.0	0.5	0.0	0.0	0.5	0.0		
	LAREDO		Alt	4	4	0	0	1.1	0.5	0.0	0.1	0.5	0.0	0.0												
LAREDOYD	3739	Diff	Base	10	7	0	0	155.8	73.1	0.0	5.5	77.2	0.0	0.0	1	2	0	0	-9.9	-5.0	0.0	3.9	-8.8	0.0		
	LAREDO YARD		Alt	11	9	0	0	145.8	68.0	0.0	9.4	68.4	0.0	0.0												
LATANIER	3618	Diff	Base	8	7	0	0	54.7	0.3	0.0	54.1	0.3	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0		
	LATANIER		Alt	8	7	0	0	54.8	0.3	0.0	54.3	0.3	0.0	0.0												
LAZARO C	3132	Diff	Base	11	12	0	0	36.2	8.4	0.0	11.2	16.6	0.0	0.0	2	1	0	0	200.9	100.4	0.0	0.0	100.4	0.0		
	LAZARO CARD		Alt	13	13	0	0	237.0	108.8	0.0	11.2	117.0	0.0	0.0												
LEAL NL	3816	Diff	Base	3	4	0	0	27.5	3.6	0.0	19.9	4.0	0.0	0.0	0	-1	0	0	-15.3	0.0	0.0	-15.3	0.0	0.0		
	LEAL		Alt	3	3	0	0	12.3	3.6	0.0	4.6	4.0	0.0	0.0												
LECHERIA	3798	Diff	Base	12	9	0	0	135.0	16.2	0.0	11.2	107.6	0.0	0.0	-1	0	0	0	6.0	1.2	0.0	3.9	0.9	0.0		
	LECHERIA		Alt	11	9	0	0	141.0	17.4	0.0	15.1	108.5	0.0	0.0												
LEDUC	20	Diff	Base	1	1	0	0	7.8	3.9	0.0	0.0	3.9	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.1	0.0		
	LEDUC		Alt	1	1	0	0	8.0	4.0	0.0	0.0	4.0	0.0	0.0												
LEESVILL	3693	Diff	Base	6	6	0	0	59.2	0.0	0.0	59.2	0.0	0.0	0.0	0	0	0	0	0.6	0.0	0.0	0.6	0.0	0.0		
	LEESVILLE		Alt	6	6	0	0	59.8	0.0	0.0	59.8	0.0	0.0	0.0												

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LETHBRID	32	Diff	Base	84	73	0	0	651.0	4.0	0.0	644.1	2.8	0.0	0.0	0	0	0	0	1.0	0.0	0.0	1.0	0.0	0.0	0.0
	LETHBRIDGE		Alt	84	73	0	0	651.9	4.0	0.0	645.1	2.8	0.0	0.0											
LIBERTY	2739	Diff	Base	9	9	0	0	15.8	0.9	0.0	14.1	0.9	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LIBERTY		Alt	9	9	0	0	15.8	0.9	0.0	14.1	0.9	0.0	0.0											
LOGISTIK	3823	Diff	Base	1	1	0	0	1.2	0.7	0.0	0.0	0.5	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LOGISTIK		Alt	1	1	0	0	1.2	0.7	0.0	0.0	0.5	0.0	0.0											
LONDON	1571	Diff	Base	28	20	0	0	238.1	1.6	0.0	235.0	1.5	0.0	0.0	0	0	0	0	3.1	0.0	0.0	3.1	0.0	0.0	0.0
	LONDON ONTA		Alt	28	20	0	0	241.2	1.6	0.0	238.1	1.5	0.0	0.0											
LONESTAR	3885	Diff	Base	1	1	0	0	7.7	2.9	0.0	0.0	4.8	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
	LONE STAR		Alt	1	1	0	0	7.9	3.0	0.0	0.0	4.9	0.0	0.0											
MADISN	3855	Diff	Base	1	2	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MADISON		Alt	1	2	0	0	0.2	0.2	0.0	0.0	0.1	0.0	0.0											
MADISON	180	Diff	Base	1	4	0	0	9.7	4.7	0.0	0.0	5.0	0.0	0.0	0	0	0	0	0.3	0.2	0.0	0.0	0.2	0.0	0.0
	MADISON		Alt	1	4	0	0	10.0	4.8	0.0	0.0	5.2	0.0	0.0											
MANKATO	2907	Diff	Base	5	6	0	0	3.4	1.3	0.0	0.0	2.1	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
	WEST MANKAT		Alt	5	6	0	0	3.6	1.4	0.0	0.0	2.2	0.0	0.0											
MARISCAL	3809	Diff	Base	3	1	0	0	26.4	9.8	0.0	0.0	16.6	0.0	0.0	0	0	0	0	0.4	0.2	0.0	0.0	0.2	0.0	0.0
	MARISCALA		Alt	3	1	0	0	26.8	10.0	0.0	0.0	16.8	0.0	0.0											
MARQUETT	2757	Diff	Base	33	28	0	0	166.1	0.0	0.0	166.0	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MARQUETTE		Alt	33	28	0	0	166.1	0.0	0.0	166.0	0.0	0.0	0.0											
MARYLAND	1227	Diff	Base	1	1	0	0	1.5	0.7	0.0	0.0	0.8	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	STP MARYLAN		Alt	1	1	0	0	1.6	0.8	0.0	0.0	0.9	0.0	0.0											
MASON CI	2803	Diff	Base	56	52	0	0	110.6	12.0	0.0	86.0	12.6	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0

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Location	Yard	Type																							
			Blocks		Locals		Cars per day							Blocks		Locals		Cars per day							
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	
MASON CITY			Alt	56	52	0	0	110.7	12.0	0.0	86.0	12.6	0.0	0.0											
MATAMORO 3805	Diff		Base	19	15	0	0	415.5	24.2	0.0	379.2	12.1	0.0	0.0	0	0	0	0	1.2	0.0	0.0	1.2	0.0	0.0	0.0
MATAMOROS			Alt	19	15	0	0	416.7	24.2	0.0	380.4	12.1	0.0	0.0											
MEGANTIC 1630	Diff		Base	5	2	0	0	14.8	8.0	0.0	0.0	6.9	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MEGANTIC			Alt	5	2	0	0	14.8	8.0	0.0	0.0	6.9	0.0	0.0											
MERIDIAN 862	Diff		Base	8	10	0	0	384.3	177.4	0.0	0.0	206.9	0.0	0.0	-1	0	0	0	0.7	0.4	0.0	0.0	0.3	0.0	0.0
MERIDIAN			Alt	7	10	0	0	385.0	177.8	0.0	0.0	207.2	0.0	0.0											
METEPEC 3563	Diff		Base	3	3	0	0	3.6	0.4	0.0	3.3	0.0	0.0	0.0	0	0	0	0	-0.1	0.0	0.0	-0.1	0.0	0.0	0.0
METEPEC			Alt	3	3	0	0	3.5	0.4	0.0	3.1	0.0	0.0	0.0											
MEXICO C 3827	Diff		Base	24	29	0	0	196.4	41.3	0.0	154.9	0.2	0.0	0.0	-3	-2	0	0	-14.4	0.5	0.0	-15.2	0.4	0.0	0.0
MEXICO CITY			Alt	21	27	0	0	182.0	41.8	0.0	139.6	0.6	0.0	0.0											
MILWAUKE 167	Diff		Base	25	21	0	0	132.4	30.1	0.0	73.9	28.5	0.0	0.0	0	0	0	0	10.5	5.2	0.0	0.1	5.2	0.0	0.0
MILWAUKEE			Alt	25	21	0	0	142.9	35.3	0.0	73.9	33.7	0.0	0.0											
MINARET 1505	Diff		Base	1	1	0	0	1.2	0.7	0.0	0.0	0.5	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
MINARET			Alt	1	1	0	0	1.3	0.8	0.0	0.0	0.5	0.0	0.0											
MINOT 130	Diff		Base	23	20	0	0	261.6	27.2	0.0	210.6	23.8	0.0	0.0	0	0	0	0	0.6	0.3	0.0	0.0	0.3	0.0	0.0
MINOT			Alt	23	20	0	0	262.2	27.5	0.0	210.6	24.1	0.0	0.0											
MONRO 3189	Diff		Base	12	10	0	0	95.3	16.1	0.0	66.2	13.0	0.0	0.0	0	0	0	0	0.3	0.0	0.0	0.3	0.0	0.0	0.0
MONROE			Alt	12	10	0	0	95.6	16.1	0.0	66.5	13.0	0.0	0.0											
MONTERRE 3147	Diff		Base	29	24	0	0	967.4	206.7	0.0	548.4	212.4	0.0	0.0	-2	2	0	0	-37.1	4.3	0.0	-45.9	4.5	0.0	0.0
MONTERREY			Alt	27	26	0	0	930.3	211.0	0.0	502.4	216.9	0.0	0.0											
MONTPEL 2712	Diff		Base	2	2	0	0	120.5	60.5	0.0	0.0	59.9	0.0	0.0	0	0	0	0	-1.1	-1.2	0.0	0.0	0.0	0.0	0.0
MONTPELIER			Alt	2	2	0	0	119.3	59.4	0.0	0.0	59.9	0.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data															Difference										
Location	Yard	Type		Blocks		Locals			Cars per day						Blocks		Locals			Cars per day					
				Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
MOOSE JA	199	Diff	Base	93	95	0	0	1,000.0	28.4	0.0	943.6	28.1	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
	MOOSE JAW		Alt	93	95	0	0	1,000.1	28.4	0.0	943.7	28.1	0.0	0.0											
MORAVI	2726	Diff	Base	3	3	0	0	3.1	1.5	0.0	0.0	1.6	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	MORAVIA		Alt	3	3	0	0	3.1	1.5	0.0	0.0	1.6	0.0	0.0											
MORELIA	3470	Diff	Base	9	8	0	0	30.8	22.2	0.0	4.4	4.3	0.0	0.0	-1	0	0	0	2.2	0.0	0.0	2.2	0.0	0.0	0.0
	MORELIA		Alt	8	8	0	0	33.0	22.2	0.0	6.6	4.3	0.0	0.0											
MOSSVILL	3339	Diff	Base	7	7	0	0	64.1	8.9	0.0	47.8	7.5	0.0	0.0	0	0	0	0	1.0	0.2	0.0	0.7	0.2	0.0	0.0
	MOSSVILLE		Alt	7	7	0	0	65.1	9.0	0.0	48.4	7.7	0.0	0.0											
MPLS IMS	1209	Diff	Base	15	10	0	0	77.0	35.0	0.0	1.4	40.5	0.0	0.0	5	5	0	0	34.4	16.9	0.0	0.8	16.7	0.0	0.0
	MINNEAPOLIS		Alt	20	15	0	0	111.3	51.9	0.0	2.2	57.2	0.0	0.0											
MURRAY P	1241	Diff	Base	1	1	0	0	2.4	1.0	0.0	0.0	1.4	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MURRAY PARK		Alt	1	1	0	0	2.3	1.0	0.0	0.0	1.4	0.0	0.0											
MUSCATI	2715	Diff	Base	12	8	0	0	173.5	62.3	0.0	40.6	70.6	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
	MUSCATINE		Alt	12	8	0	0	173.7	62.4	0.0	40.6	70.7	0.0	0.0											
NAHANT	2710	Diff	Base	46	45	0	0	380.1	2.6	0.0	376.0	1.5	0.0	0.0	-1	-1	0	0	-8.1	0.0	0.0	-8.1	0.0	0.0	0.0
	NAHANT		Alt	45	44	0	0	372.0	2.6	0.0	367.9	1.5	0.0	0.0											
NELSON	681	Diff	Base	20	10	0	0	59.1	0.9	0.0	56.7	1.5	0.0	0.0	0	0	0	0	0.4	0.0	0.0	0.4	0.0	0.0	0.0
	NELSON		Alt	20	10	0	0	59.5	0.9	0.0	57.1	1.5	0.0	0.0											
NEW ORLE	3359	Diff	Base	10	9	0	0	340.2	153.6	0.0	56.5	130.1	0.0	0.0	0	0	0	0	6.3	2.2	0.0	2.1	1.9	0.0	0.0
	NEW ORLEANS		Alt	10	9	0	0	346.5	155.8	0.0	58.6	132.0	0.0	0.0											
NEW ULM	2909	Diff	Base	14	13	0	0	9.8	3.5	0.0	3.4	2.9	0.0	0.0	0	0	0	0	0.2	0.0	0.0	0.2	0.0	0.0	0.0
	NEW ULM		Alt	14	13	0	0	10.0	3.5	0.0	3.5	2.9	0.0	0.0											
NEW WEST	1279	Diff	Base	13	14	0	0	299.7	143.8	0.0	0.0	155.9	0.0	0.0	0	0	0	0	1.6	0.8	0.0	0.0	0.8	0.0	0.0

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data													Difference													
Location	Yard	Type																								
			Blocks		Locals		Cars per day						Blocks		Locals		Cars per day									
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held		
NEW WESTMIN			Alt	13	14	0	0	301.3	144.5	0.0	0.0	156.8	0.0	0.0												
NMAINJC	2311	Diff	Base	12	10	0	0	14.8	0.1	0.0	14.8	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
N MAINE JCT			Alt	12	10	0	0	14.8	0.0	0.0	14.8	0.0	0.0													
NORCO	1381	Diff	Base	9	10	0	0	13.9	7.3	0.0	0.0	6.5	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0	
NORCO			Alt	9	10	0	0	14.1	7.4	0.0	0.0	6.7	0.0	0.0												
OAK YRD	1677	Diff	Base	7	6	0	0	26.3	14.1	0.0	0.0	12.2	0.0	0.0	3	3	0	0	23.2	11.3	0.0	0.4	11.5	0.0	0.0	
DET CON TER			Alt	10	9	0	0	49.5	25.4	0.0	0.4	23.7	0.0	0.0												
OBICO YA	1837	Diff	Base	1	1	0	0	7.9	3.7	0.0	0.0	4.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OBICO YARD			Alt	1	1	0	0	7.9	3.7	0.0	0.0	4.1	0.0	0.0												
OGDEN	1303	Diff	Base	8	5	0	0	70.3	15.4	0.0	35.7	19.2	0.0	0.0	0	0	0	0	2.1	0.7	0.0	0.0	1.4	0.0	0.0	
OGDEN			Alt	8	5	0	0	72.4	16.1	0.0	35.7	20.6	0.0	0.0												
OJO SECO	3496	Diff	Base	1	1	0	0	41.0	19.4	0.0	0.0	21.7	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OJO SECO			Alt	1	1	0	0	41.0	19.3	0.0	0.0	21.7	0.0	0.0												
OTTUMW	2724	Diff	Base	20	19	0	0	117.5	58.1	0.0	0.6	58.8	0.0	0.0	0	0	0	0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	
OTTUMWA			Alt	20	19	0	0	118.6	58.1	0.0	1.7	58.8	0.0	0.0												
PADDINGT	1243	Diff	Base	1	2	0	0	50.4	26.2	0.0	0.0	24.2	0.0	0.0	0	0	0	0	1.1	0.4	0.0	0.0	0.7	0.0	0.0	
PADDINGTON			Alt	1	2	0	0	51.4	26.5	0.0	0.0	24.9	0.0	0.0												
PANTACO	3828	Diff	Base	3	2	0	0	34.0	17.0	0.0	0.0	17.0	0.0	0.0	0	1	0	0	3.4	1.5	0.0	0.0	1.9	0.0	0.0	
PANTACO			Alt	3	3	0	0	37.5	18.5	0.0	0.0	18.9	0.0	0.0												
PESQUERI	3801	Diff	Base	1	1	0	0	53.0	26.1	0.0	0.0	26.9	0.0	0.0	0	0	0	0	9.7	6.9	0.0	0.0	2.8	0.0	0.0	
PESQUERIA			Alt	1	1	0	0	62.7	33.0	0.0	0.0	29.7	0.0	0.0												
PITTSBKS	3642	Diff	Base	6	6	0	0	13.4	2.6	0.0	8.6	2.1	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	
PITTSBURG			Alt	6	6	0	0	13.5	2.6	0.0	8.8	2.1	0.0	0.0												

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
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Project Data															Difference										
Location	Yard	Type		Blocks		Locals		Cars per day							Blocks		Locals		Cars per day						
				Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
PLANO	3375	Diff	Base	1	2	0	0	1.4	0.1	0.0	0.0	1.3	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	PLANO		Alt	1	2	0	0	1.4	0.1	0.0	0.0	1.3	0.0	0.0											
PLEASANT	1366	Diff	Base	1	1	0	0	1.6	0.8	0.0	0.0	0.9	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
	PLEASANT PR		Alt	1	1	0	0	1.7	0.8	0.0	0.0	0.9	0.0	0.0											
PORT ART	3704	Diff	Base	2	3	0	0	84.1	21.1	0.0	40.4	22.6	0.0	0.0	0	0	0	0	1.2	0.0	0.0	1.2	0.0	0.0	0.0
	PORT ARTHUR		Alt	2	3	0	0	85.4	21.1	0.0	41.6	22.6	0.0	0.0											
PORT NEC	3703	Diff	Base	2	1	0	0	76.3	35.6	0.0	0.0	40.7	0.0	0.0	0	0	0	0	2.1	0.9	0.0	0.0	1.2	0.0	0.0
	PORT NECHES		Alt	2	1	0	0	78.4	36.5	0.0	0.0	41.9	0.0	0.0											
PORTAG	166	Diff	Base	35	31	0	0	83.8	10.9	0.0	64.7	8.2	0.0	0.0	0	0	0	0	0.5	0.0	0.0	0.5	0.0	0.0	0.0
	PORTAGE		Alt	35	31	0	0	84.3	10.9	0.0	65.2	8.2	0.0	0.0											
PORTAGE	330	Diff	Base	2	1	0	0	10.7	2.9	0.0	5.6	2.2	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PORTAGE LA		Alt	2	1	0	0	10.7	2.9	0.0	5.6	2.2	0.0	0.0											
PORTAL	59	Diff	Base	9	8	0	0	3.1	2.5	0.0	0.6	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PORTAL		Alt	9	8	0	0	3.1	2.5	0.0	0.6	0.0	0.0	0.0											
PRENTISS	2256	Diff	Base	1	1	0	0	9.3	5.9	0.0	0.0	3.4	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	PRENTISS		Alt	1	1	0	0	9.4	5.9	0.0	0.0	3.5	0.0	0.0											
PRESA DE	3238	Diff	Base	1	1	0	0	15.1	8.6	0.0	0.0	6.5	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PRESA DE LA		Alt	1	1	0	0	15.1	8.6	0.0	0.0	6.5	0.0	0.0											
PRTBRNVL	3902	Diff	Base	1	1	0	0	52.5	16.8	0.0	0.0	35.7	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PORT OF BRO		Alt	1	1	0	0	52.5	16.8	0.0	0.0	35.7	0.0	0.0											
PRTOFNAT	3350	Diff	Base	1	1	0	0	1.4	0.5	0.0	0.0	0.9	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PRT OF NATC		Alt	1	1	0	0	1.4	0.6	0.0	0.0	0.9	0.0	0.0											
PUERTMEX	3217	Diff	Base	6	9	0	0	38.9	19.1	0.0	0.0	19.8	0.0	0.0	1	2	0	0	5.1	2.8	0.0	0.0	2.3	0.0	0.0

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
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Project Data													Difference												
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			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	
	PUERTA MEXI		Alt	7	11	0	0	44.0	21.8	0.0	0.0	22.2	0.0	0.0											
QUERETAR	3096	Diff	Base	15	15	0	0	173.7	35.3	0.0	120.6	17.8	0.0	0.0	1	1	0	0	110.0	0.8	0.0	108.3	0.9	0.0	0.0
	QUERETARO		Alt	16	16	0	0	283.7	36.1	0.0	228.9	18.7	0.0	0.0											
RACINE	1993	Diff	Base	1	11	0	0	39.1	19.0	0.0	0.0	20.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MONTREAL RA		Alt	1	11	0	0	39.2	19.0	0.0	0.0	20.1	0.0	0.0											
RADIU MN	2045	Diff	Base	27	28	0	0	50.9	0.0	0.0	50.9	0.0	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.1	0.0	0.0
	RADIUM		Alt	27	28	0	0	51.0	0.1	0.0	50.9	0.1	0.0	0.0											
RADIUM	1312	Diff	Base	3	3	0	0	5.6	2.5	0.0	0.0	3.1	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
	RADIUM		Alt	3	3	0	0	5.7	2.5	0.0	0.0	3.2	0.0	0.0											
RAMIREZ	3525	Diff	Base	1	1	0	0	5.6	2.3	0.0	0.0	3.4	0.0	0.0	0	0	0	0	0.3	0.2	0.0	0.0	0.2	0.0	0.0
	RAMIREZ		Alt	1	1	0	0	6.0	2.4	0.0	0.0	3.6	0.0	0.0											
RAMOS AR	3811	Diff	Base	1	1	0	0	6.4	3.4	0.0	0.0	3.0	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
	RAMOS ARIZP		Alt	1	1	0	0	6.4	3.4	0.0	0.0	3.0	0.0	0.0											
RED DEER	314	Diff	Base	49	46	0	0	420.1	49.3	0.0	318.0	52.8	0.0	0.0	0	0	0	0	0.3	0.0	0.0	0.3	0.0	0.0	0.0
	RED DEER		Alt	49	46	0	0	420.4	49.3	0.0	318.3	52.8	0.0	0.0											
REGINA	292	Diff	Base	34	29	0	0	214.5	65.3	0.0	88.5	60.7	0.0	0.0	0	0	0	0	7.7	4.6	0.0	0.0	3.1	0.0	0.0
	REGINA		Alt	34	29	0	0	222.3	69.9	0.0	88.5	63.8	0.0	0.0											
REGINA I	1255	Diff	Base	11	9	0	0	28.5	13.5	0.0	0.0	15.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	REGINA IMS		Alt	11	9	0	0	28.5	13.5	0.0	0.0	15.0	0.0	0.0											
RESERVE	3357	Diff	Base	7	6	0	0	86.3	8.9	0.0	69.9	7.5	0.0	0.0	0	0	0	0	0.6	0.0	0.0	0.3	0.2	0.0	0.0
	RESERVE		Alt	7	6	0	0	86.9	8.9	0.0	70.2	7.7	0.0	0.0											
ROBSTOWN	3331	Diff	Base	5	5	0	0	208.9	159.3	0.0	0.0	49.7	0.0	0.0	3	1	0	0	-17.6	-6.4	0.0	0.0	-11.2	0.0	0.0
	ROBSTOWN		Alt	8	6	0	0	191.3	152.9	0.0	0.0	38.5	0.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
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				Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
ROCKFD	2983	Diff	Base	1	1	0	0	3.8	2.2	0.0	0.0	1.6	0.0	0.0	0	0	0	0	0.4	0.2	0.0	0.0	0.2	0.0	0.0
	ROCKFORD		Alt	1	1	0	0	4.2	2.4	0.0	0.0	1.8	0.0	0.0											
ROCKTON	2977	Diff	Base	1	1	0	0	1.5	0.6	0.0	0.0	0.9	0.0	0.0	0	0	0	0	0.6	0.3	0.0	0.0	0.2	0.0	0.0
	ROCKTON		Alt	1	1	0	0	2.1	0.9	0.0	0.0	1.1	0.0	0.0											
ROJAS	3812	Diff	Base	5	5	0	0	176.3	82.2	0.0	24.3	69.8	0.0	0.0	2	2	0	0	19.1	10.0	0.0	0.1	9.1	0.0	0.0
	ROJAS		Alt	7	7	0	0	195.4	92.2	0.0	24.4	78.9	0.0	0.0											
ROODHOU	3389	Diff	Base	9	9	0	0	13.4	1.4	0.0	11.5	0.6	0.0	0.0	0	0	0	0	0.9	0.0	0.0	0.9	0.0	0.0	0.0
	ROODHOUSE		Alt	9	9	0	0	14.3	1.4	0.0	12.3	0.6	0.0	0.0											
ROSEMOUN	646	Diff	Base	2	2	0	0	13.0	8.5	0.0	0.0	4.5	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROSEMOUNT		Alt	2	2	0	0	13.0	8.5	0.0	0.0	4.6	0.0	0.0											
ROSEPORT	1222	Diff	Base	7	6	0	0	19.5	10.1	0.0	0.0	9.4	0.0	0.0	0	0	0	0	0.8	0.3	0.0	0.0	0.4	0.0	0.0
	ROSEPORT		Alt	7	6	0	0	20.2	10.5	0.0	0.0	9.8	0.0	0.0											
ROUGEMER	1764	Diff	Base	2	6	0	0	209.7	71.2	0.0	0.0	138.5	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
	DETROIT		Alt	2	6	0	0	209.8	71.3	0.0	0.0	138.6	0.0	0.0											
SALINASV	3817	Diff	Base	10	14	0	0	185.7	96.3	0.0	14.5	74.9	0.0	0.0	5	3	0	0	37.0	11.8	0.0	0.1	25.1	0.0	0.0
	SALINAS VIC		Alt	15	17	0	0	222.6	108.0	0.0	14.7	100.0	0.0	0.0											
SALTILL	3312	Diff	Base	1	1	0	0	5.4	2.9	0.0	0.0	2.5	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SALTILLO		Alt	1	1	0	0	5.4	2.9	0.0	0.0	2.5	0.0	0.0											
SALTILLO	3509	Diff	Base	11	10	0	0	28.4	4.5	0.0	19.3	4.6	0.0	0.0	0	0	0	0	12.5	0.8	0.0	11.1	0.6	0.0	0.0
	SALTILLO		Alt	11	10	0	0	41.0	5.4	0.0	30.3	5.3	0.0	0.0											
SAN MARI	3249	Diff	Base	6	6	0	0	98.5	45.4	0.0	6.9	46.3	0.0	0.0	0	0	0	0	0.6	0.8	0.0	-0.9	0.7	0.0	0.0
	SANTA MARIA		Alt	6	6	0	0	99.1	46.2	0.0	6.0	47.0	0.0	0.0											

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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SANCHEZ	175	Diff	Base	32	22	0	0	1,179.2	4.1	0.0	1,173.5	1.6	0.0	0.0	0	3	0	0	145.1	0.0	0.0	145.1	0.0	0.0	0.0
	SANCHEZ		Alt	32	25	0	0	1,324.3	4.1	0.0	1,318.6	1.6	0.0	0.0											
SANLUI SP	3876	Diff	Base	22	28	0	0	567.3	145.2	0.0	293.9	128.2	0.0	0.0	1	0	0	0	4.1	5.3	0.0	-6.0	4.9	0.0	0.0
	SAN LUIS PO		Alt	23	28	0	0	571.4	150.4	0.0	287.9	133.1	0.0	0.0											
SANTA FE	3371	Diff	Base	5	4	0	0	2.3	1.0	0.0	0.0	1.3	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	SANTA FE		Alt	5	4	0	0	2.4	1.0	0.0	0.0	1.3	0.0	0.0											
SAPPERTO	2633	Diff	Base	21	1	0	0	598.5	500.9	0.0	83.3	14.2	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SAPPERTON C		Alt	21	1	0	0	598.5	500.9	0.0	83.3	14.2	0.0	0.0											
SARATOGA	1635	Diff	Base	18	20	0	0	250.5	31.4	0.0	188.5	30.6	0.0	0.0	0	0	0	0	0.7	0.0	0.0	0.7	0.0	0.0	0.0
	SARATOGA SP		Alt	18	20	0	0	251.1	31.4	0.0	189.2	30.6	0.0	0.0											
SASKATFR	2245	Diff	Base	1	1	0	0	8.9	4.8	0.0	0.0	4.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SASKATOON T		Alt	1	1	0	0	8.9	4.8	0.0	0.0	4.2	0.0	0.0											
SASKATOO	198	Diff	Base	2	2	0	0	56.4	28.2	0.0	0.0	28.2	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SASKATOON		Alt	2	2	0	0	56.4	28.2	0.0	0.0	28.2	0.0	0.0											
SAVANN	2703	Diff	Base	22	20	0	0	29.9	1.0	0.0	27.6	1.3	0.0	0.0	0	0	0	0	0.7	0.0	0.0	0.7	0.0	0.0	0.0
	SAVANNA		Alt	22	20	0	0	30.5	1.0	0.0	28.2	1.3	0.0	0.0											
SAVONA	400	Diff	Base	2	1	0	0	0.9	0.5	0.0	0.0	0.5	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
	SAVONA		Alt	2	1	0	0	1.2	0.6	0.0	0.0	0.6	0.0	0.0											
SCHENECT	1619	Diff	Base	4	5	0	0	50.3	23.8	0.0	0.0	26.5	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SCHENECTADY		Alt	4	5	0	0	50.3	23.8	0.0	0.0	26.5	0.0	0.0											
SCHIEAST	170	Diff	Base	11	13	0	0	55.6	23.2	0.0	11.3	21.1	0.0	0.0	0	0	0	0	3.3	0.0	0.0	2.9	0.4	0.0	0.0
	SCHILLER EA		Alt	11	13	0	0	58.9	23.2	0.0	14.1	21.6	0.0	0.0											
SCHILLAU	2000	Diff	Base	1	1	0	0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0	1	0	0	73.2	24.4	0.0	0.0	48.8	0.0	0.0

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
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			Blocks		Locals		Cars per day						Blocks		Locals		Cars per day										
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held			
SCHILLER PA			Alt	1	2	0	0	76.2	24.4	0.0	0.0	51.8	0.0	0.0													
SCOTFORD	1320	Diff	Base	19	17	0	0	229.7	85.9	0.0	55.9	87.9	0.0	0.0	0	0	0	0	4.8	2.3	0.0	0.0	2.5	0.0	0.0		
SCOTFORD			Alt	19	17	0	0	234.5	88.3	0.0	55.9	90.4	0.0	0.0													
SHERBROO	2112	Diff	Base	5	7	0	0	20.4	8.9	0.0	1.6	10.0	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0		
SHERBROOKE			Alt	5	7	0	0	20.4	8.9	0.0	1.6	10.0	0.0	0.0													
SHOAL LA	6	Diff	Base	3	3	0	0	23.5	14.3	0.0	0.0	9.2	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.1	0.0	0.0		
SHOAL LAKE			Alt	3	3	0	0	23.8	14.4	0.0	0.0	9.3	0.0	0.0													
SHREVEPO	3680	Diff	Base	35	42	0	0	892.4	70.8	0.0	775.7	45.9	0.0	0.0	2	2	0	0	57.6	3.0	0.0	51.6	2.9	0.0	0.0		
SHREVEPORT			Alt	37	44	0	0	950.0	73.8	0.0	827.3	48.9	0.0	0.0													
SIBLEY	3366	Diff	Base	3	3	0	0	14.4	0.6	0.0	12.7	1.1	0.0	0.0	0	0	0	0	1.4	0.0	0.0	1.4	0.0	0.0	0.0		
SIBLEY			Alt	3	3	0	0	15.9	0.7	0.0	14.1	1.1	0.0	0.0													
SILAO	3838	Diff	Base	2	3	0	0	128.5	62.8	0.0	4.4	61.4	0.0	0.0	2	1	0	0	9.9	7.5	0.0	-4.4	6.8	0.0	0.0		
SILAO			Alt	4	4	0	0	138.4	70.3	0.0	0.0	68.1	0.0	0.0													
SIMSBORO	3592	Diff	Base	1	1	0	0	4.5	2.3	0.0	0.0	2.2	0.0	0.0	0	0	0	0	0.2	0.0	0.0	0.0	0.1	0.0	0.0		
SIMSBORO			Alt	1	1	0	0	4.6	2.3	0.0	0.0	2.4	0.0	0.0													
SLATER	3418	Diff	Base	13	11	0	0	13.1	0.0	0.0	13.1	0.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
SLATER			Alt	13	11	0	0	13.1	0.0	0.0	13.1	0.0	0.0	0.0													
SMITH FA	176	Diff	Base	17	16	0	0	42.1	3.5	0.0	35.9	2.7	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0		
SMITHS FALL			Alt	17	16	0	0	42.2	3.5	0.0	36.0	2.7	0.0	0.0													
SPENCER	2829	Diff	Base	3	2	0	0	8.7	3.8	0.0	0.0	4.9	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
SPENCER			Alt	3	2	0	0	8.7	3.8	0.0	0.0	4.9	0.0	0.0													
ST PAUL	164	Diff	Base	63	116	0	0	1,724.8	197.5	0.0	1,389.2	138.1	0.0	0.0	0	0	0	0	69.2	1.1	0.0	68.6	-0.6	0.0	0.0		
ST PAUL			Alt	63	116	0	0	1,794.0	198.6	0.0	1,457.8	137.5	0.0	0.0													

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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ST-JEAN	1696	Diff	Base	1	1	0	0	3.8	2.7	0.0	0.0	1.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ST JEAN		Alt	1	1	0	0	3.8	2.7	0.0	0.0	1.1	0.0	0.0											
ST-LUC	1576	Diff	Base	41	54	0	0	457.1	110.7	0.0	208.1	138.3	0.0	0.0	0	0	0	0	16.1	3.8	0.0	1.5	10.7	0.0	0.0
	ST LUC		Alt	41	54	0	0	473.2	114.5	0.0	209.7	149.0	0.0	0.0											
STEXARKA	3708	Diff	Base	1	1	0	0	14.9	6.0	0.0	0.0	8.9	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SOUTH TEXAR		Alt	1	1	0	0	14.9	6.0	0.0	0.0	8.9	0.0	0.0											
STJIMS	2240	Diff	Base	1	2	0	0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	2	2	0	0	6.3	3.2	0.0	0.0	3.2	0.0	0.0
	SAINT JOHN		Alt	3	4	0	0	6.5	3.3	0.0	0.0	3.2	0.0	0.0											
STPAULPK	2398	Diff	Base	1	1	0	0	35.6	13.6	0.0	0.0	22.0	0.0	0.0	0	0	0	0	0.1	-0.1	0.0	0.0	0.2	0.0	0.0
	ST PAUL PAR		Alt	1	1	0	0	35.6	13.5	0.0	0.0	22.2	0.0	0.0											
STREETFR	1740	Diff	Base	1	2	0	0	4.8	2.6	0.0	0.0	2.3	0.0	0.0	0	0	0	0	-0.1	0.0	0.0	0.0	-0.1	0.0	0.0
	STREETSVILL		Alt	1	2	0	0	4.7	2.6	0.0	0.0	2.1	0.0	0.0											
SUDBURY	158	Diff	Base	20	21	0	0	148.2	46.8	0.0	52.1	49.2	0.0	0.0	0	0	0	0	0.9	0.4	0.0	0.0	0.4	0.0	0.0
	SUDBURY		Alt	20	21	0	0	149.0	47.3	0.0	52.2	49.6	0.0	0.0											
SULPHUR	3647	Diff	Base	1	1	0	0	5.2	2.1	0.0	0.0	3.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SULPHUR SPR		Alt	1	1	0	0	5.2	2.1	0.0	0.0	3.1	0.0	0.0											
SUPERIOR	1272	Diff	Base	9	41	0	0	86.2	28.2	0.0	29.3	28.8	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.1	0.0	0.0
	SUPERIOR		Alt	9	41	0	0	86.5	28.3	0.0	29.3	28.9	0.0	0.0											
SUTHERLA	46	Diff	Base	60	69	0	0	342.9	5.5	0.0	329.4	8.0	0.0	0.0	0	0	0	0	2.9	0.0	0.0	2.9	0.0	0.0	0.0
	SUTHERLAND		Alt	60	69	0	0	345.8	5.5	0.0	332.3	8.0	0.0	0.0											
SWIFT CU	277	Diff	Base	32	32	0	0	168.3	46.7	0.0	81.5	40.1	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SWIFT CURRE		Alt	32	32	0	0	168.3	46.7	0.0	81.5	40.1	0.0	0.0											
T R FALL	143	Diff	Base	32	27	0	0	93.0	3.1	0.0	51.2	38.6	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0

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Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

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THIEF RIVER			Alt	32	27	0	0	93.1	3.1	0.0	51.3	38.6	0.0	0.0												
TALLULAH	3599	Diff	Base	1	1	0	0	3.2	0.5	0.0	0.0	2.7	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.1	0.0	0.0	
TALLULAH			Alt	1	1	0	0	3.3	0.6	0.0	0.0	2.7	0.0	0.0												
THRASHER	3608	Diff	Base	1	0	0	0	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	
THRASHER			Alt	1	0	0	0	0.5	0.5	0.0	0.0	0.0	0.0	0.0												
THRUMS	1721	Diff	Base	2	1	0	0	0.3	0.1	0.0	0.0	0.2	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
THRUMS			Alt	2	1	0	0	0.3	0.1	0.0	0.0	0.2	0.0	0.0												
THUNDER	153	Diff	Base	41	76	0	0	658.8	307.7	0.0	25.6	325.5	0.0	0.0	0	0	0	0	0.4	0.2	0.0	0.1	0.2	0.0	0.0	
THUNDER BAY			Alt	41	76	0	0	659.2	307.9	0.0	25.6	325.7	0.0	0.0												
TLALTEPO	3279	Diff	Base	2	3	0	0	12.8	6.8	0.0	0.0	6.1	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0	
TLALTEPOXCO			Alt	2	3	0	0	13.0	6.8	0.0	0.0	6.2	0.0	0.0												
TOLUCA	3269	Diff	Base	6	6	0	0	182.5	80.3	0.0	25.3	76.9	0.0	0.0	0	0	0	0	9.5	4.0	0.0	0.0	5.6	0.0	0.0	
TOLUCA			Alt	6	6	0	0	192.1	84.2	0.0	25.3	82.5	0.0	0.0												
TORONTO	1560	Diff	Base	41	47	0	0	356.0	1.9	0.0	351.5	2.7	0.0	0.0	0	0	0	0	29.0	0.0	0.0	28.9	0.0	0.0	0.0	
TORONTO YAR			Alt	41	47	0	0	385.1	1.9	0.0	380.4	2.7	0.0	0.0												
TRACY	2872	Diff	Base	25	18	0	0	122.3	57.1	0.0	0.0	65.2	0.0	0.0	0	0	0	0	0.4	0.2	0.0	0.0	0.2	0.0	0.0	
TRACY			Alt	25	18	0	0	122.7	57.3	0.0	0.0	65.4	0.0	0.0												
TULA	3104	Diff	Base	3	5	0	0	31.9	14.6	0.0	0.1	17.1	0.0	0.0	0	-4	0	0	0.5	0.3	0.0	-0.1	0.4	0.0	0.0	
TULA			Alt	3	1	0	0	32.4	14.9	0.0	0.0	17.5	0.0	0.0												
TUPELO	3314	Diff	Base	6	6	0	0	25.9	10.0	0.0	7.0	9.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TUPELO			Alt	6	6	0	0	25.9	10.0	0.0	7.0	9.0	0.0	0.0												
UNITY	734	Diff	Base	3	4	0	0	21.1	9.3	0.0	0.0	11.8	0.0	0.0	0	0	0	0	2.8	1.7	0.0	0.0	1.0	0.0	0.0	
UNITY			Alt	3	4	0	0	23.8	11.0	0.0	0.0	12.8	0.0	0.0												

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data														Difference											
Location	Yard	Type		Blocks		Locals		Cars per day						Blocks		Locals		Cars per day							
				Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
VANCAUTO	1378	Diff	Base	1	1	0	0	21.8	11.8	0.0	0.0	10.1	0.0	0.0	0	0	0	0	0.8	0.3	0.0	0.0	0.5	0.0	0.0
	VANCOUVER A		Alt	1	1	0	0	22.6	12.0	0.0	0.0	10.6	0.0	0.0											
VANCOIMS	2105	Diff	Base	15	11	0	0	182.5	92.0	0.0	0.5	90.0	0.0	0.0	1	1	0	0	13.1	6.5	0.0	0.0	6.6	0.0	0.0
	VANCOUVER I		Alt	16	12	0	0	195.6	98.5	0.0	0.5	96.6	0.0	0.0											
VANCOTFR	1324	Diff	Base	1	1	0	0	1.3	0.6	0.0	0.0	0.6	0.0	0.0	0	0	0	0	1.1	0.5	0.0	0.0	0.6	0.0	0.0
	VANCOUVER T		Alt	1	1	0	0	2.4	1.1	0.0	0.0	1.2	0.0	0.0											
VANCOUVE	192	Diff	Base	6	61	0	0	1,290.7	472.3	0.0	0.5	817.9	0.0	0.0	0	0	0	0	1.1	0.5	0.0	0.0	0.6	0.0	0.0
	VANCOUVER		Alt	6	61	0	0	1,291.8	472.7	0.0	0.5	818.5	0.0	0.0											
VAUGHAN	1766	Diff	Base	18	14	0	0	307.0	155.2	0.0	1.6	150.1	0.0	0.0	2	2	0	0	9.5	3.8	0.0	0.6	5.1	0.0	0.0
	VAUGHAN IMS		Alt	20	16	0	0	316.5	159.1	0.0	2.2	155.3	0.0	0.0											
VEALS	3639	Diff	Base	3	2	0	0	9.0	0.0	0.0	7.7	1.3	0.0	0.0	0	0	0	0	0.2	0.0	0.0	0.2	0.0	0.0	0.0
	VEALS		Alt	3	2	0	0	9.2	0.0	0.0	7.9	1.3	0.0	0.0											
VERACRUZ	3841	Diff	Base	6	4	0	0	54.1	29.0	0.0	0.9	24.2	0.0	0.0	0	0	0	0	-0.5	0.0	0.0	-0.5	0.0	0.0	0.0
	VERACRUZ		Alt	6	4	0	0	53.5	29.0	0.0	0.4	24.2	0.0	0.0											
VERMBTFR	2202	Diff	Base	2	3	0	0	5.3	2.4	0.0	0.0	2.9	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.1	0.0	0.0
	VERMILION B		Alt	2	3	0	0	5.6	2.6	0.0	0.0	3.0	0.0	0.0											
VICKSBUR	3204	Diff	Base	3	3	0	0	61.8	12.7	0.0	32.4	16.6	0.0	0.0	1	1	0	0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
	VICKSBURG		Alt	4	4	0	0	61.9	12.7	0.0	32.4	16.8	0.0	0.0											
VISCOUNT	747	Diff	Base	5	4	0	0	0.3	0.0	0.0	0.0	0.2	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
	VISCOUNT		Alt	5	4	0	0	0.4	0.0	0.0	0.2	0.2	0.0	0.0											
W LCH	3859	Diff	Base	1	1	0	0	3.3	1.8	0.0	0.0	1.5	0.0	0.0	0	0	0	0	0.1	0.1	0.0	0.0	0.1	0.0	0.0
	WEST LAKE C		Alt	1	1	0	0	3.4	1.8	0.0	0.0	1.6	0.0	0.0											
WASECA	2868	Diff	Base	30	25	0	0	127.6	0.6	0.0	124.5	2.5	0.0	0.0	0	0	0	0	0.5	0.0	0.0	0.5	0.0	0.0	0.0

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

Maps indicating locations of principal yards follow the table.

Project Data														Difference												
Location	Yard	Type						Cars per day												Cars per day						
			Blocks		Locals										Blocks		Locals									
			Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held		
WASECA		Alt	30	25	0	0	128.1	0.6	0.0	125.0	2.5	0.0	0.0													
WATERTOW	181	Diff	Base	2	2	0	0	5.0	2.8	0.0	0.0	2.2	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
WATERTOWN		Alt	2	2	0	0	5.0	2.8	0.0	0.0	2.2	0.0	0.0													
WELLAND	1674	Diff	Base	23	20	0	0	122.7	0.1	0.0	122.5	0.0	0.0	0.0	0	0	0	0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	
WELLAND		Alt	23	20	0	0	122.9	0.1	0.0	122.8	0.0	0.0	0.0													
WEST POI	3321	Diff	Base	1	1	0	0	1.4	0.4	0.0	0.0	1.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
WEST POINT		Alt	1	1	0	0	1.4	0.4	0.0	0.0	1.0	0.0	0.0													
WEST TOR	1672	Diff	Base	13	11	0	0	79.4	23.1	0.0	34.4	21.9	0.0	0.0	0	0	0	0	2.5	1.0	0.0	0.1	1.4	0.0	0.0	
WEST TORONT		Alt	13	11	0	0	81.8	24.1	0.0	34.4	23.3	0.0	0.0													
WESTLAKE	3340	Diff	Base	1	1	0	0	14.8	9.0	0.0	0.0	5.8	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.2	0.0	0.0	
WEST LAKE		Alt	1	1	0	0	15.1	9.2	0.0	0.0	5.9	0.0	0.0													
WEYBURN	56	Diff	Base	12	11	0	0	110.9	48.7	0.0	13.3	49.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
WEYBURN		Alt	12	11	0	0	110.9	48.7	0.0	13.3	49.0	0.0	0.0													
WHITE RI	155	Diff	Base	5	5	0	0	1.6	0.7	0.0	0.0	0.8	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
WHITE RIVER		Alt	5	5	0	0	1.6	0.7	0.0	0.0	0.8	0.0	0.0													
WHITE RO	3373	Diff	Base	2	1	0	0	5.5	3.7	0.0	0.0	1.8	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
WHITE ROCK		Alt	2	1	0	0	5.6	3.7	0.0	0.0	1.9	0.0	0.0													
WILKIE	49	Diff	Base	34	29	0	0	146.1	7.4	0.0	133.4	5.4	0.0	0.0	0	0	0	0	2.8	0.0	0.0	2.8	0.0	0.0	0.0	
WILKIE		Alt	34	29	0	0	148.8	7.4	0.0	136.1	5.4	0.0	0.0													
WILSON	1183	Diff	Base	4	4	0	0	18.7	13.1	0.0	0.0	5.6	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
WILSON		Alt	4	4	0	0	18.7	13.2	0.0	0.0	5.6	0.0	0.0													
WINDS	1198	Diff	Base	2	1	0	0	2.2	1.1	0.0	0.0	1.0	0.0	0.0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
WINDSOR		Alt	2	1	0	0	2.2	1.2	0.0	0.0	1.1	0.0	0.0													

APPENDIX B: CHANGES IN YARD VOLUMES

Changes in Yard Volumes Overall [Optimized Plan vs. Growth Plan]

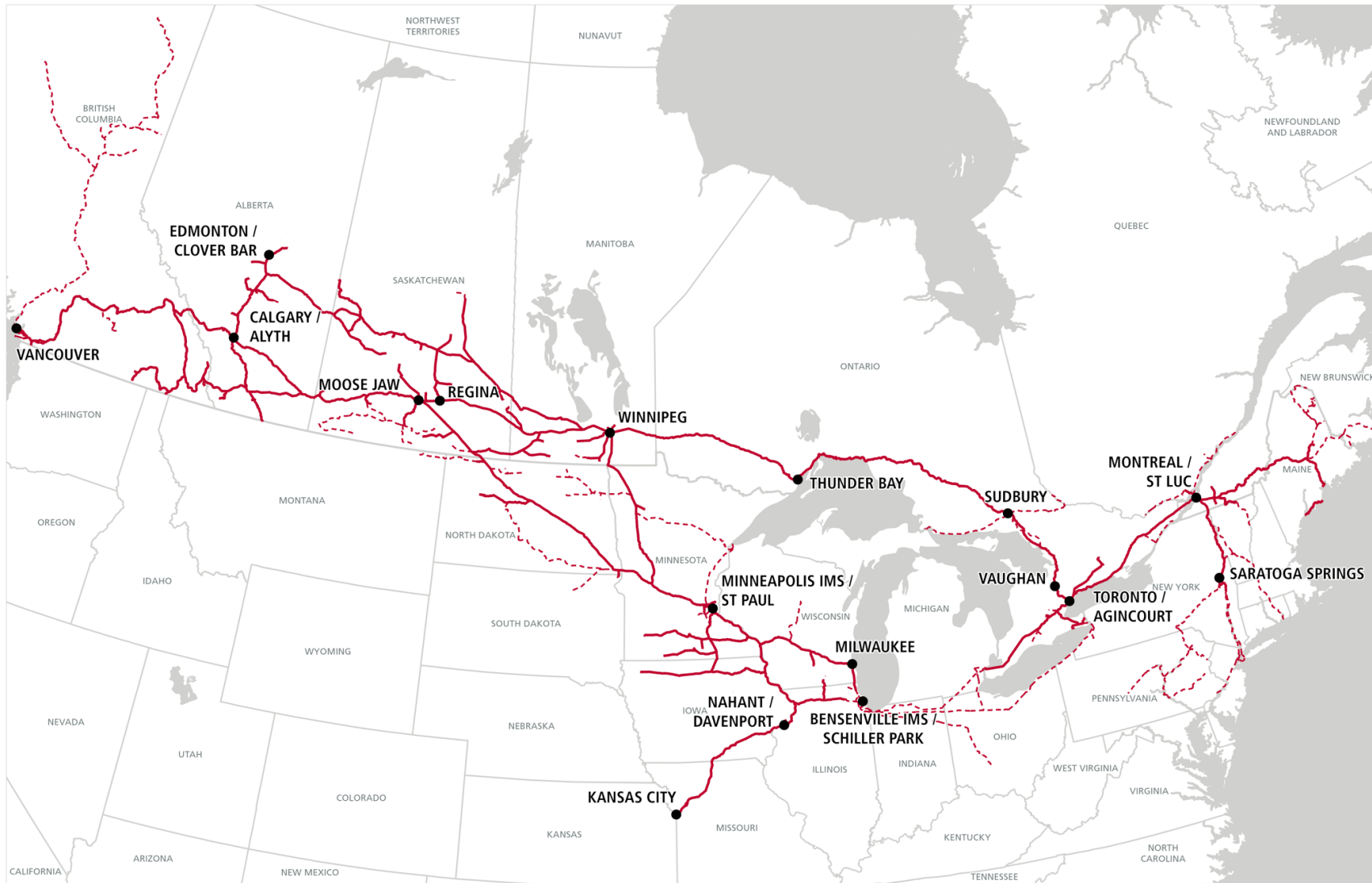
Base Project: KCS Optimized, Base Output Set: 015, Base Traffic: October2020FTIBASE, 28 days, Alternate Project: KCS Growth, Alternate Output Set: 004, Alternate Traffic: October2020Year5, 28 days
Report shows all - Volumes in Base Project, Alternate Project and Difference, Displays data where volume changes are > 0.10 Sorted by Location

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Project Data														Difference											
Location	Yard	Type		Blocks		Locals		Cars per day							Blocks		Locals		Cars per day						
				Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held	Orig	Term	Orig	Term	Total	Orig	IC Recv	Int Sw	Term	IC Delv	Held
WINDSOR	1620	Diff	Base	28	13	0	0	260.4	26.5	0.0	208.4	25.5	0.0	0.0	1	1	0	0	0.5	0.0	0.0	0.5	0.0	0.0	0.0
	WINDSOR		Alt	29	14	0	0	260.9	26.5	0.0	208.9	25.5	0.0	0.0											
WINN IMS	1806	Diff	Base	10	8	0	0	41.2	20.4	0.0	0.0	20.8	0.0	0.0	0	0	0	0	0.3	0.1	0.0	0.0	0.2	0.0	0.0
	WINNIPEG IM		Alt	10	8	0	0	41.6	20.5	0.0	0.0	21.0	0.0	0.0											
WINNIPEG	200	Diff	Base	106	99	0	0	1,064.3	29.1	0.0	996.9	38.4	0.0	0.0	0	0	0	0	3.8	0.0	0.0	3.8	0.0	0.0	0.0
	WINNIPEG		Alt	106	99	0	0	1,068.1	29.1	0.0	1,000.6	38.4	0.0	0.0											
WINONA	339	Diff	Base	9	13	0	0	63.5	33.5	0.0	9.0	20.9	0.0	0.0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
	WINONA		Alt	9	13	0	0	63.6	33.6	0.0	9.0	21.0	0.0	0.0											
WOLVERTO	1659	Diff	Base	5	11	0	0	23.0	0.0	0.0	0.0	23.0	0.0	0.0	0	0	0	0	4.5	1.0	0.0	0.0	3.4	0.0	0.0
	WOLVERTON		Alt	5	11	0	0	27.4	1.0	0.0	0.0	26.4	0.0	0.0											
WOODRIVE	3755	Diff	Base	1	1	0	0	0.6	0.3	0.0	0.0	0.3	0.0	0.0	0	0	0	0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
	WOOD RIVER		Alt	1	1	0	0	0.9	0.4	0.0	0.0	0.4	0.0	0.0											
WOODSTOC	1568	Diff	Base	13	9	0	0	82.8	68.4	0.0	0.0	14.4	0.0	0.0	1	1	0	0	0.7	0.4	0.0	0.0	0.3	0.0	0.0
	WOODSTOCK		Alt	14	10	0	0	83.5	68.8	0.0	0.0	14.6	0.0	0.0											
WYLIE	3653	Diff	Base	7	8	0	0	255.6	89.9	0.0	84.9	80.8	0.0	0.0	7	6	0	0	137.0	54.8	0.0	25.9	56.3	0.0	0.0
	WYLIE		Alt	14	14	0	0	392.6	144.7	0.0	110.7	137.1	0.0	0.0											
ZWOLLE	3688	Diff	Base	1	1	0	0	11.8	4.8	0.0	0.0	6.9	0.0	0.0	0	0	0	0	0.6	0.3	0.0	0.0	0.3	0.0	0.0
	ZWOLLE	Alt	1	1	0	0	12.3	5.1	0.0	0.0	7.2	0.0	0.0	0.0											

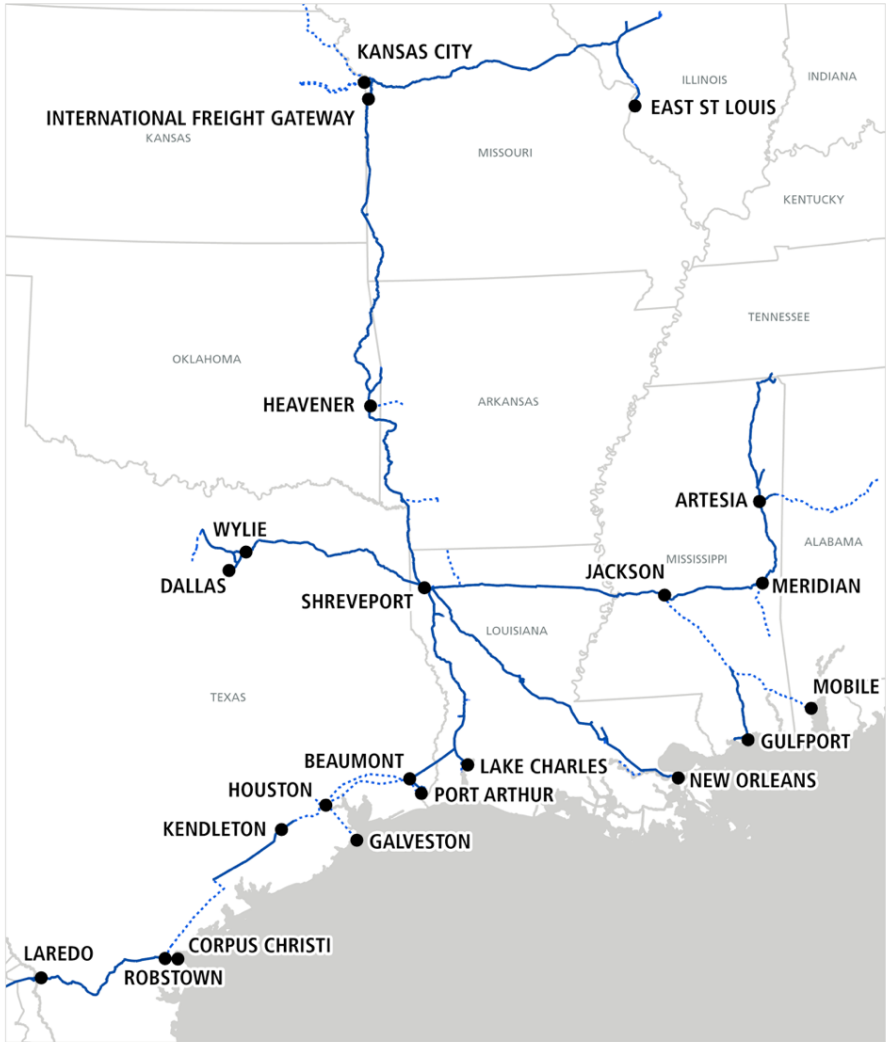
APPENDIX B: CHANGES IN YARD VOLUMES

MAPS OF PRINCIPAL YARD LOCATIONS



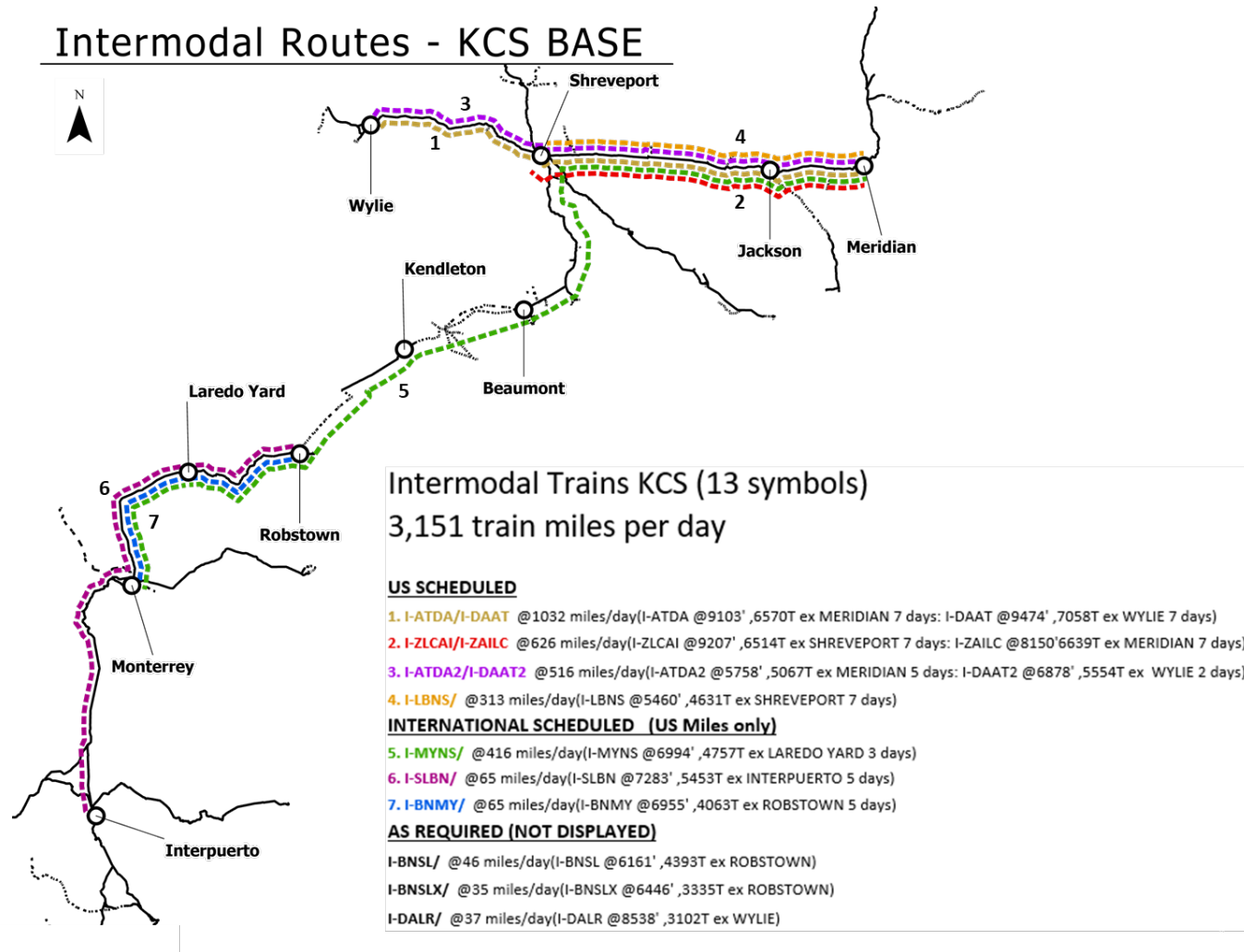
APPENDIX B: CHANGES IN YARD VOLUMES

MAPS OF PRINCIPAL YARD LOCATIONS

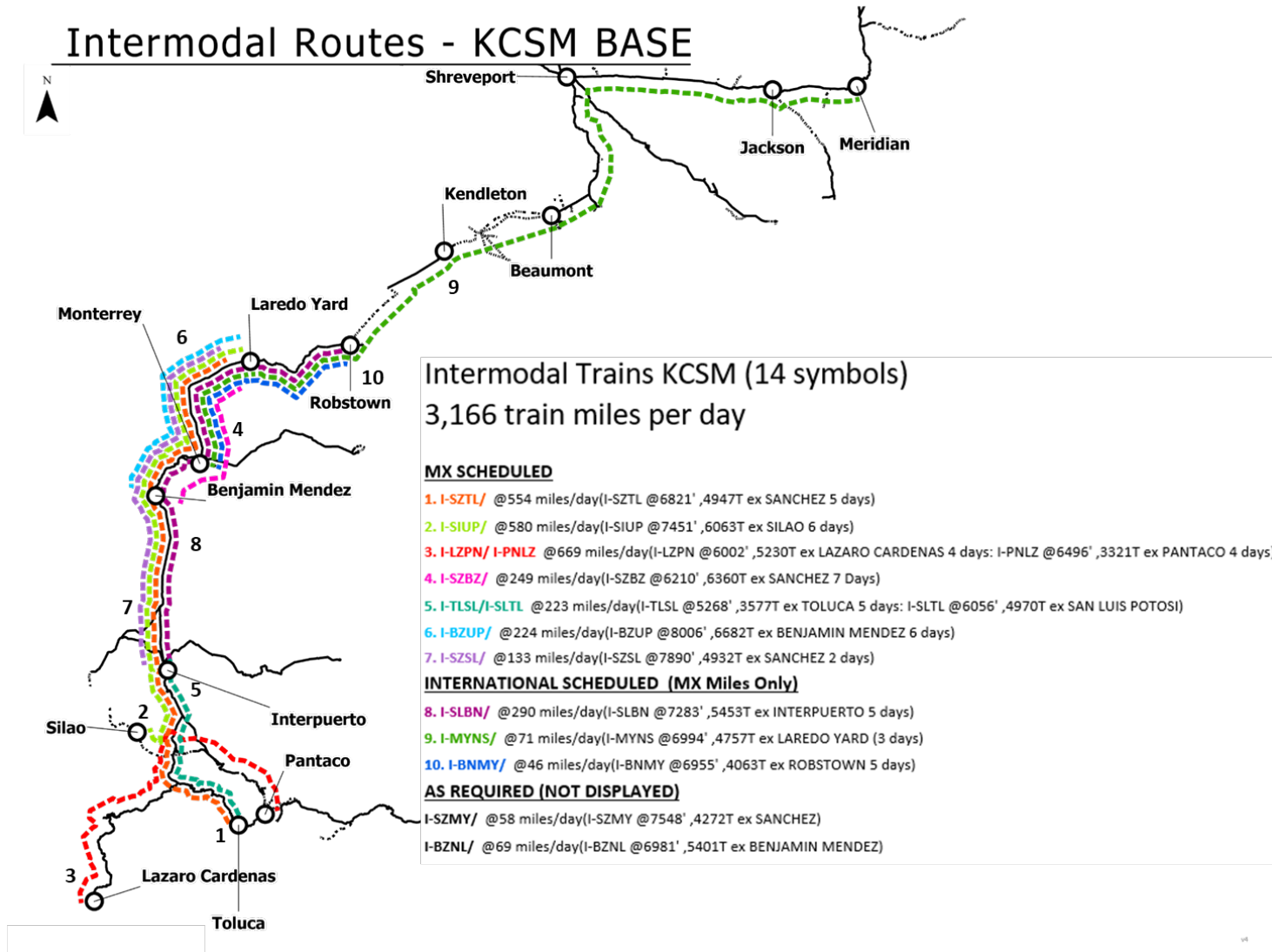


AMENDED OPERATING PLAN APPENDIX C
BASE KCSR/KCSM TRAIN SERVICES

APPENDIX C: BASE KCS/KCSM TRAIN SERVICE



APPENDIX C: BASE KCS/KCSM TRAIN SERVICE



Amended Operating Plan, Appendix C, page 3

Manifest Routes - KCS BASE

Manifest Trains KCS (34 symbols)

10,112 train miles per day (includes 474/475 between Kansas City to St Paul)

US SCHEDULE

0. **474/475** @ 1277 miles per day (474 @ 7008', 10891T ex Marquette, 475 @ 7824', 7473T ex Ottumwa 7 days) **** CP Train**
1. **M-KCSH/M-SHCK** @1094 miles/day (M-KCSH @6328', 8738T ex KANSAS CITY 7 days: M-SHCK @7713', 7956T ex SHREVEPORT 7 days)
2. **M-SHCK2/M-KCSH2** @938 miles/day (M-SHCK2 @6557', 6532T ex SHREVEPORT 4 days: M-KCSH2 @6989', 8930T ex KANSAS CITY 8 days)
3. **M-ARSH/M-SHAR** @795 miles/day (M-ARSH @7080', 8798T ex ARTESIA 7 days: M-SHAR @7949', 9972T ex SHREVEPORT 7 days)
4. **M-CXSH/M-SHXC** @623 miles/day (M-CXSH @7422', 8959T ex NEW ORLEANS 7 days: M-SHXC @7440', 9003T ex SHREVEPORT 7 days)
5. **M-KCVN/M-VNKC** @387 miles/day (M-KCVN @6004', 7513T ex KANSAS CITY 4 days: M-VNKC @7093', 6749T ex EAST ST LOUIS 4 days)
6. **M-SHNS/** @313 miles/day (M-SHNS @6971', 9069T ex SHREVEPORT 7 days)
7. **M-DASH/M-SHDA** @348 miles/day (M-DASH @6575', 5326T ex WYLLIE 6 days: M-SHDA @5830', 8808T ex SHREVEPORT 6 days)
8. **M-BMSH/M-SHBM** @211 miles/day (M-BMSH @6575', 9320T ex BEAUMONT 3 days: M-SHBM @6535', 7605T ex SHREVEPORT 4 days)
9. **M-LCSH/M-SHLC** @180 miles/day (M-LCSH @6466', 11893T ex MOSSVILLE 3 days: M-SHLC @5837', 4866T ex SHREVEPORT 4 days)
10. **M-JASH/M-SHJA** @217 miles/day (M-JASH @6717', 8475T ex JACKSON 7 days: M-SHJA @6357', 5664T ex SHREVEPORT A/R days)
11. **M-NSJA/** @96 miles/day (M-NSJA @5997', 7836T ex MERIDIAN 7 days)

INTERNATIONAL SCHEDULED (Note these trains end/start in MX, but < 1 mile)

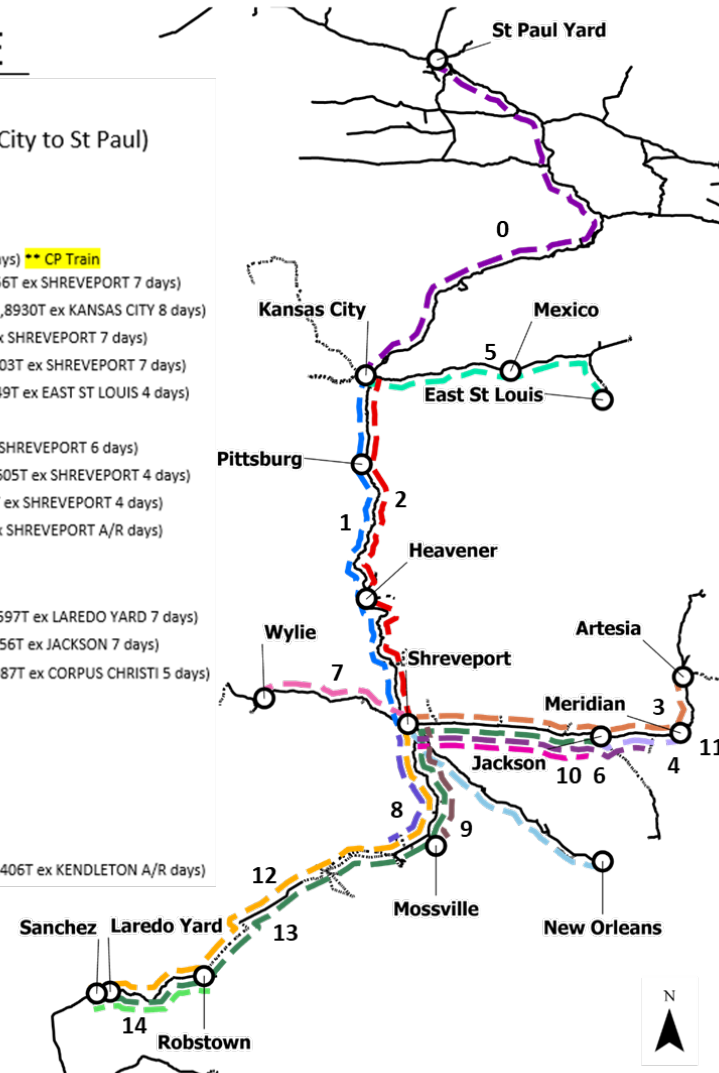
12. **M-SHSZ/M-SZSH** @1379 miles/day (M-SHSZ @8395', 11020T ex SHREVEPORT 7 days: M-SZSH @7543', 5597T ex LAREDO YARD 7 days)
13. **M-SZIA/M-JASZ** @1758 miles/day (M-SZIA @5345', 4231T ex LAREDO YARD 7 days: M-JASZ @7594', 13456T ex JACKSON 7 days)
14. **M-SZCC/M-CCSZ** @169 miles/day (M-SZCC @8500', 5398T ex LAREDO YARD 3 days: M-CCSZ @6675', 13987T ex CORPUS CHRISTI 5 days)

US AS REQUIRED (NOT DISPLAYED)

- M-SZSH2/ @128 miles/day (M-SZSH2 @7123', 5278T ex LAREDO YARD A/R* days)
M-LRHO/ @38 miles/day (M-LRHO @7512', 4972T ex LAREDO YARD A/R days)
M-BMSZ/ @30 miles/day (M-BMSZ @6663', 11522T ex BEAUMONT A/R* days)
M-LTNL/ @24 miles/day (M-LTNL @5353', 10880T ex LATANIER A/R days)

INTERNATIONAL AS REQUIRED (NOT DISPLAYED)

- M-SZKN/M-KNSZ @107 miles/day (M-SZKN @4508' ,2803T ex LAREDO YARD A/R* days: M-KNSZ @7247' ,12406T ex KENDLETON A/R days)



APPENDIX C: BASE KCS/KCSM TRAIN SERVICE

Manifest Routes - KCSM BASE

Manifest Trains KCSM (27 symbols)

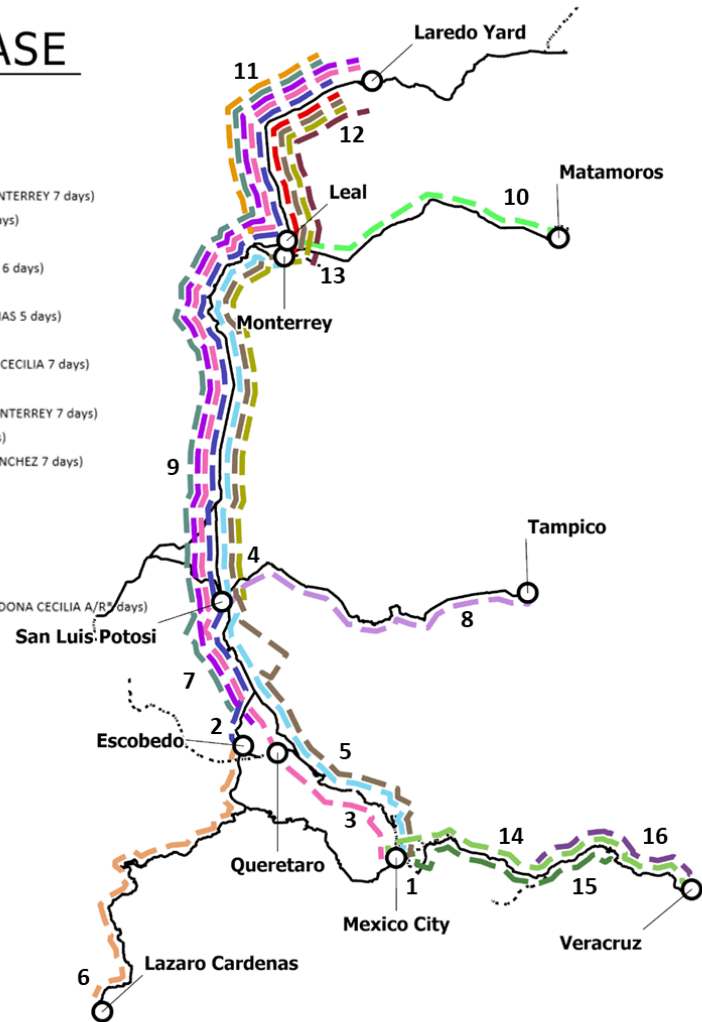
8,076 train miles per day

MX SCHEDULED

1. M-MXMY/M-MYMX @1153 miles/day (M-MXMY @5471', 5215T ex MEXICO CITY 7 days: M-MYMX @5776', 7859T ex MONTERREY 7 days)
2. M-ESSZ/M-SZES @1018 miles/day (M-ESSZ @7265', 5219T ex ESCOBEDO 6 days: M-SZES @7036', 10913T ex SANCHEZ 6 days)
3. M-MXUP/ @638 miles/day (M-MXUP @7732', 5610T ex MEXICO CITY 6 days)
4. M-SLSZ/M-SZSL @795 miles/day (M-SLSZ @7314', 5305T ex SAN LUIS POTOSI 6 days: M-SZSL @6683', 11273T ex SANCHEZ 6 days)
5. M-SZMX/ @628 miles/day (M-SZMX @6865', 11811T ex SANCHEZ 6 days)
6. M-ESLZ/M-LZES @515 miles/day (M-ESLZ @4906', 4044T ex ESCOBEDO 5 days: M-LZES @6505', 7440T ex LAZARO CARDENAS 5 days)
7. M-QRUP/ @544 miles/day (M-QRUP @6957', 4940T ex QUERETARO 6 days)
8. M-SLTM/M-TMSL @555 miles/day (M-SLTM @4107', 2708T ex SAN LUIS POTOSI 7 days: M-TMSL @4125', 7046T ex DONA CECILIA 7 days)
9. M-SZQR/ @544 miles/day (M-SZQR @6740', 12955T ex SANCHEZ 6 days)
10. M-MTMY/M-MYMT @406 miles/day (M-MTMY @5513', 7987T ex MATAMOROS 7 days: M-MYMT @4967', 6543T ex MONTERREY 7 days)
11. M-MYSZ/M-SZMY @316 miles/day (M-MYSZ @5082', 4509T ex LEAL 7 days: M-SZMY @7006', 12640T ex SANCHEZ 7 days)
12. M-MYSZ2/M-SZMY2 @419 miles/day (M-MYSZ2 @6540', 4484T ex MONTERREY 7 days: M-SZMY2 @7163', 12483T ex SANCHEZ 7 days)
13. M-MYUP/ @221 miles/day (M-MYUP @6917', 5188T ex MONTERREY 7 days)
14. M-VCMX/ @82 miles/day (M-VCMX @4699', 5787T ex VERACRUZ 2 days)
15. M-MXXA/ @61 miles/day (M-MXXA @5071', 4733T ex MEXICO CITY 2 days)
16. M-VCOR/ @42 miles/day (M-VCOR @4291', 4857T ex VERACRUZ 2 days)

AS REQUIRED (NOT DISPLAYED)

- M-SLTM2/M-TMSL2 @127 miles/day (M-SLTM2 @3806', 2298T ex SAN LUIS POTOSI A/R* days: M-TMSL2 @4568', 8068T ex DONA CECILIA A/R* days)
- M-LESZ/ @12 miles/day (M-LESZ @4738', 4322T ex LEAL A/R* days)



v3

APPENDIX C: BASE KCS/KCSM TRAIN SERVICE

Auto Routes BASE

Auto train Mexico only (15 symbols)

1,242 train miles per day

MX AS REQUIRED

1. **V-NLTU/** @68 miles/day (V-NLTU @6836' ,3736T ex SANCHEZ A/R days)
2. **V-NLSI/** @260 miles/day (V-NLSI @7124' ,4026T ex SANCHEZ A/R days)
3. **A-ESNL/V-NLES** @161 miles/day (A-ESNL @7611' ,5727T ex ESCOBEDO A/R days: V-NLES @7408' ,4107T ex SANCHEZ days)
4. **V-NLMX/** @150 miles/day (V-NLMX @7366' ,4045T ex SANCHEZ A/R days)
5. **A-SLUP/** @136 miles/day (A-SLUP @7890' ,6551T ex SAN LUIS POTOSI A/R days)
6. **V-NLSL/** @104 miles/day (V-NLSL @7510' ,4093T ex SANCHEZ A/R days)
7. **V-NLBZ/** @97 miles/day (V-NLBZ @7188' ,3932T ex SANCHEZ A/R days)
8. **A-MYNL/V-NLMY** @82 miles/day (A-MYNL @6735' ,6290T ex MONTERREY A/R days: V-NLMY @7519' ,3845T ex SANCHEZ days)
9. **A-TLUP/** @60 miles/day (A-TLUP @6322' ,4730T ex TOLUCA A/R days)
10. **A-MXUP/** @58 miles/day (A-MXUP @8107' ,6338T ex MEXICO CITY A/R days)
11. **V-NLIH/** @28 miles/day (V-NLIH @5260' ,2944T ex SANCHEZ A/R days)
12. **A-LZMX/** @27 miles/day (A-LZMX @4839' ,3068T ex LAZARO CARDENAS A/R days)
13. **V-MTSI/** @11 miles/day (V-MTSI @6116' ,3355T ex MATAMOROS A/R days)

Auto Trains International (1 symbol)

11 train miles per day

INTERNATIONAL AS REQUIRED

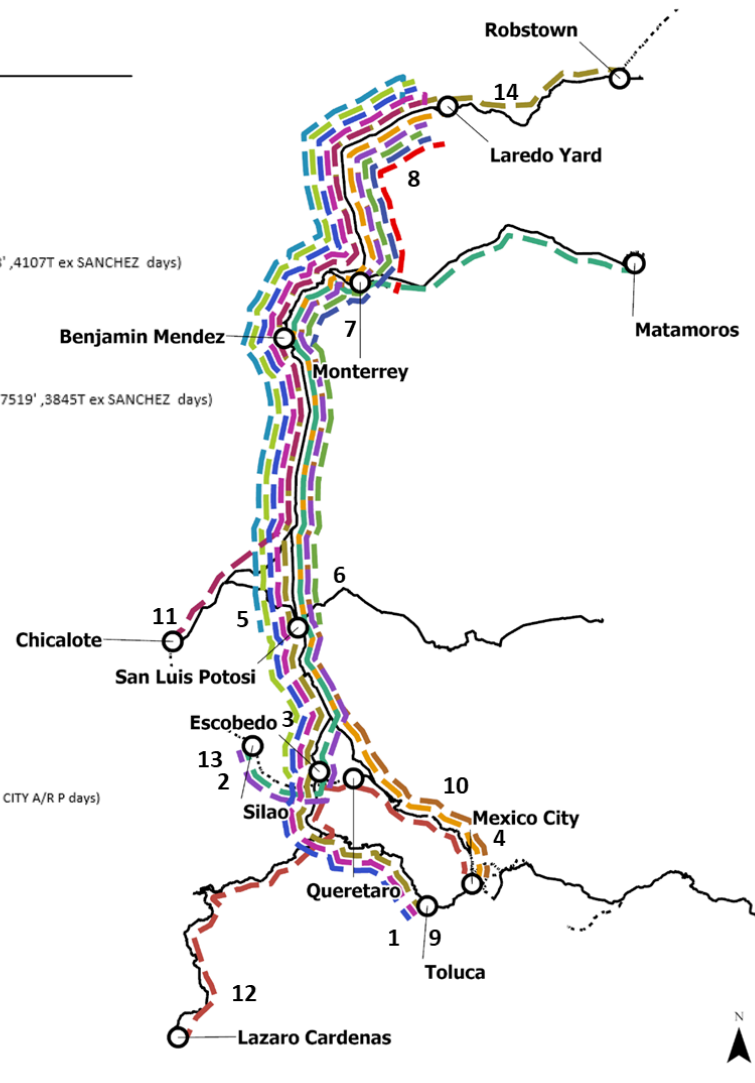
14. **A-TLBN/** @11 miles/day (A-TLBN @6351' ,4939T ex TOLUCA A/R days)

Auto Trains KCS (4 symbols of which 3 no traffic)

11 train miles per day

US AS REQUIRED (NOT DISPLAYED)

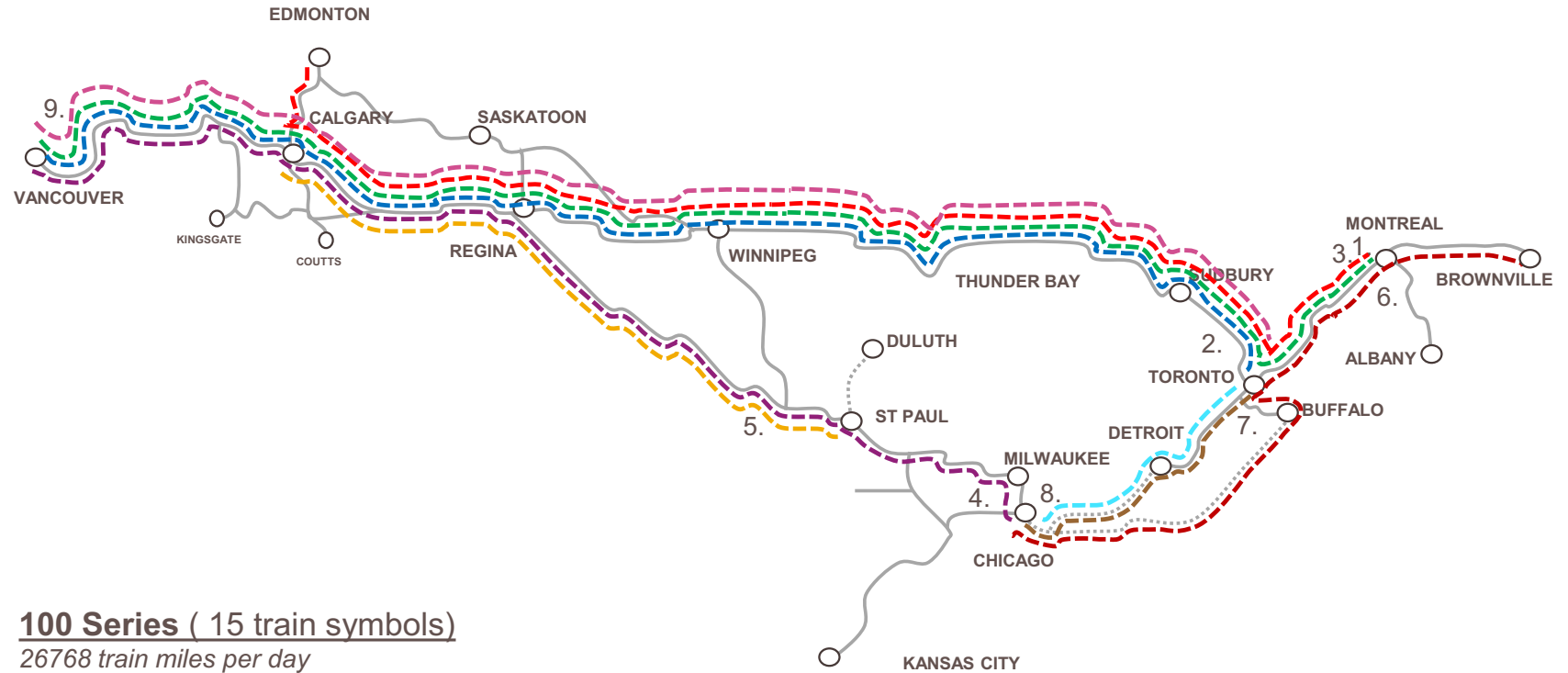
- A-KCITY/V-KCITY @11 miles/day (A-KCITY @4728' ,3645T ex KANSAS CITY 3 days: V-KCITY @0' ,0T ex KANSAS CITY A/R P days)
- A-SLKN/ @0 miles/day (A-SLKN @0' ,0T ex LAREDO YARD A/R P days)
- V-BNLR/ @0 miles/day (V-BNLR @0' ,0T ex ROBSTOWN A/R P days)



AMENDED OPERATING PLAN APPENDIX D

BASE CP TRAIN SERVICES

APPENDIX D: BASE CP TRAIN SERVICE

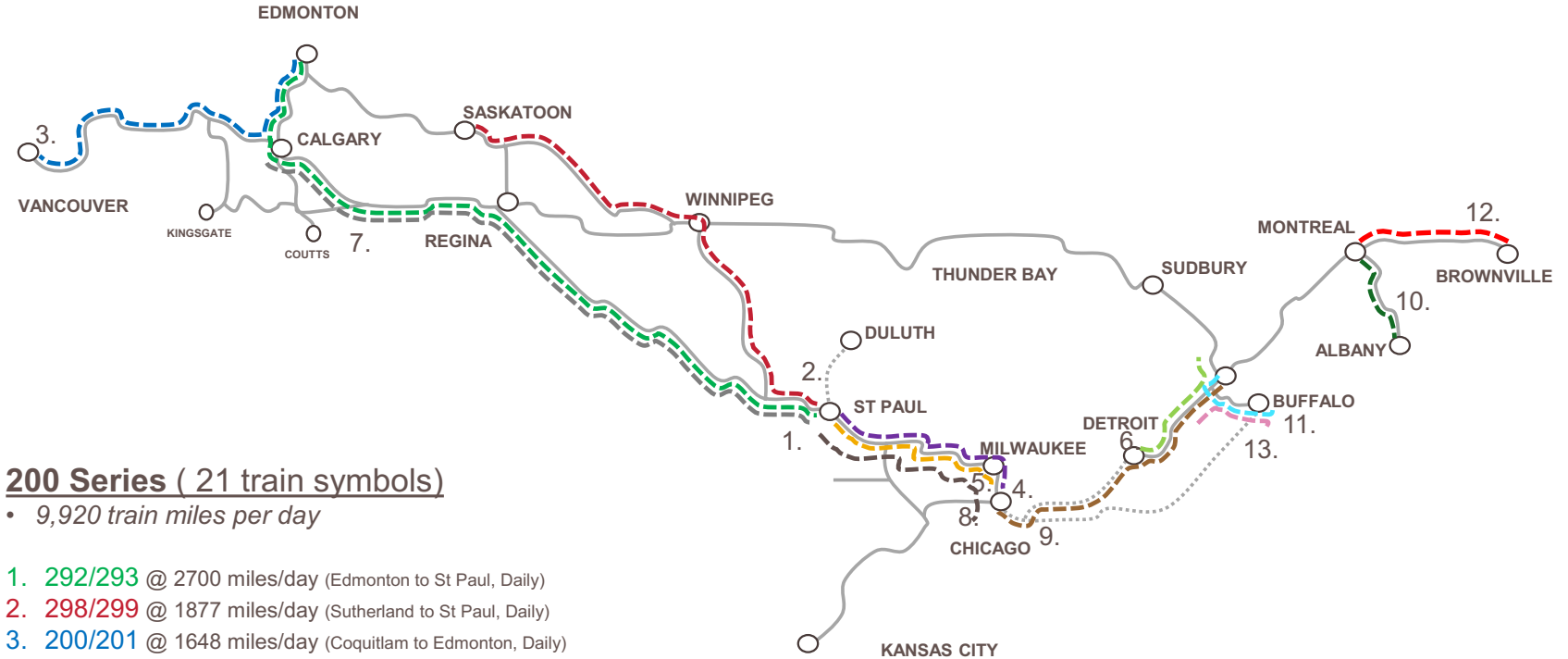


100 Series (15 train symbols)

26768 train miles per day

1. 112/113 @ 6040 miles/day (Vancouver IMS to St-Luc Daily)
2. 100/101 @ 5364 miles/day (Vancouver IMS to Toronto Daily)
3. 118/119 @ 5158 miles/day (Edmonton IMS to Hochelaga Daily)
4. 198/199 @ 4435 miles/day (Deltaport IMS to Bensenville IMS Daily)
5. 197 @ 496 miles/day (St Paul to Alyth 3 days a week)
6. 142/143 @ 2289 miles/day (Shiller East to Brownville Jct / Hochelaga to Shiller East Daily)
7. 140/141 @ 1083 miles/day (Bensenville to Toronto Daily)
8. 147 @ 359 miles/day (Toronto to IHB Gibson 5 days a week)
9. 120 @ 1544 miles/day (Coquitlam to Toronto 4 days a week)

APPENDIX D: BASE CP TRAIN SERVICE

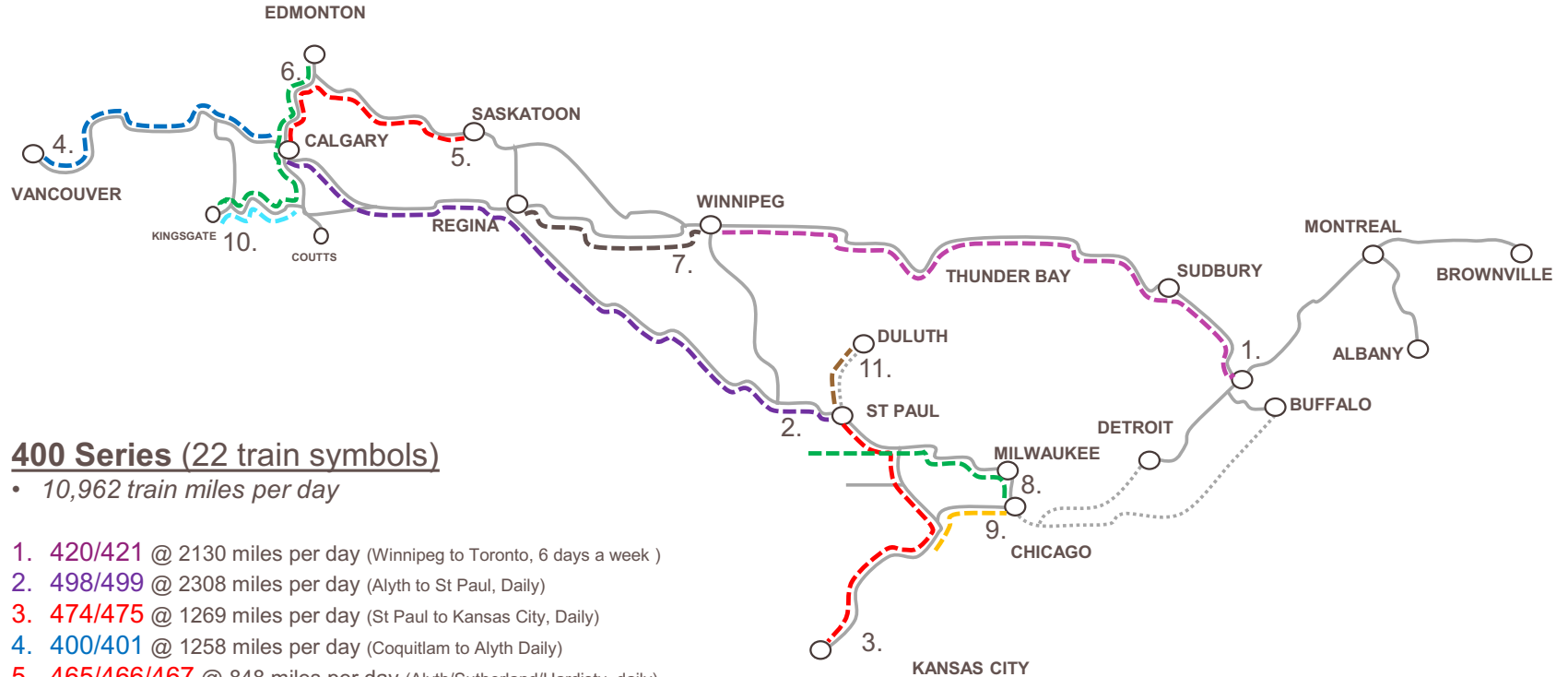


200 Series (21 train symbols)

- 9,920 train miles per day

1. 292/293 @ 2700 miles/day (Edmonton to St Paul, Daily)
2. 298/299 @ 1877 miles/day (Sutherland to St Paul, Daily)
3. 200/201 @ 1648 miles/day (Coquitlam to Edmonton, Daily)
4. 281 @ 412 miles/day (Bensenville to St Paul, Daily)
5. 286/287 @ 802 miles per day (St Paul to Bensenville, Daily)
6. 234/235 @ 519 miles per day (Detroit to Toronto, Daily)
7. 296 @ 496 miles/day (Alyth to St Paul, 3 days a week)
8. 288 (Clearing) @ 420 miles per day (St Paul to Clearing BRC, Daily)
9. 241 (3 days) 78 miles per day (Toronto to Bensenville, 1 day a week)
10. 252/253 @ 329 miles per day (St Luc to Saratoga, Daily)
11. 246/247 (to CSXT) @ 221 miles per day (Toronto to Buffalo, 6 days a week)
12. 251 @ 287 miles per day (Brownville Jct to St. Luc, Daily)
13. 254/255 (to NS) 131 miles per day (London to Buffalo, 3 days a week)

APPENDIX D: BASE CP TRAIN SERVICE



400 Series (22 train symbols)

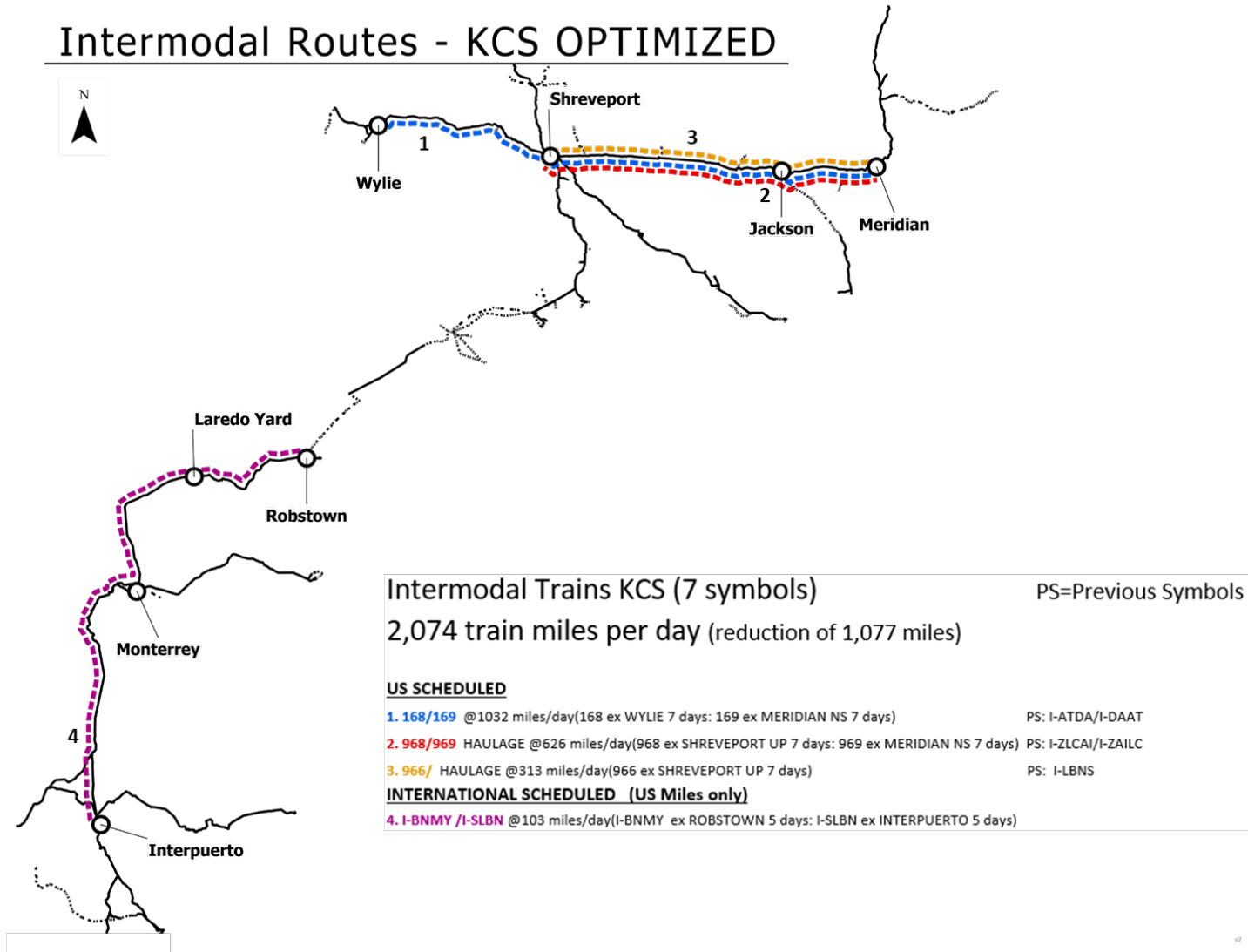
• 10,962 train miles per day

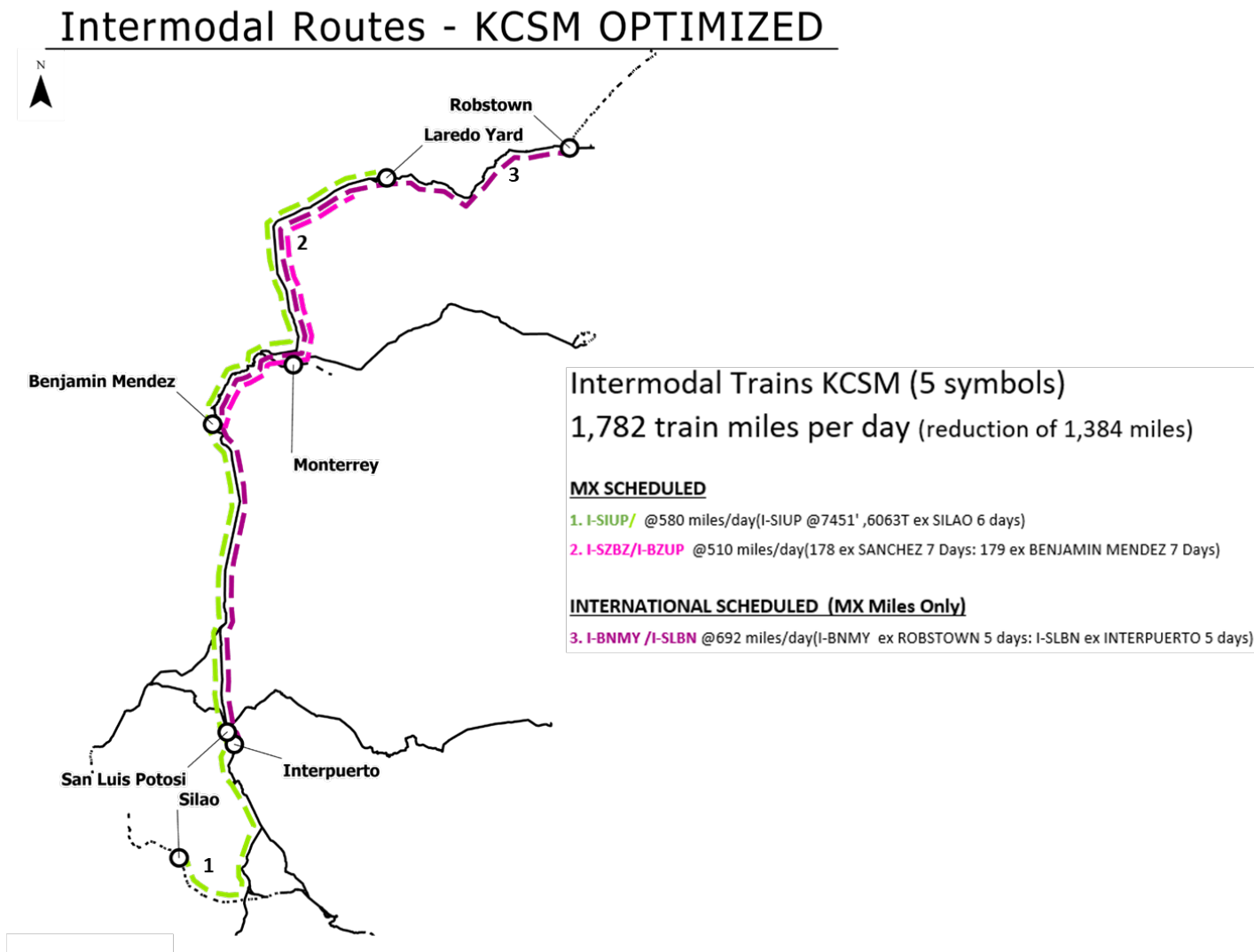
1. 420/421 @ 2130 miles per day (Winnipeg to Toronto, 6 days a week)
2. 498/499 @ 2308 miles per day (Alyth to St Paul, Daily)
3. 474/475 @ 1269 miles per day (St Paul to Kansas City, Daily)
4. 400/401 @ 1258 miles per day (Coquitlam to Alyth Daily)
5. 465/466/467 @ 848 miles per day (Alyth/Sutherland/Hardisty, daily)
6. 468/469 @ 878 miles per day (Lethbridge to Edmonton / Edmonton to UP Eastport , Daily)
7. 410/411 @ 798 miles per day (Moose Jaw to Winnipeg, Daily)
8. 470/471 @ 771 miles per day (Tracy to Bensenville, 5 days a week)
9. 472/473 @ 362 miles per day (Nahant to Bensenville, Daily)
10. 462 @ 252 miles per day (Eastport to Lethbridge, Daily)
11. 492/493 (2 days) 88 miles per day (Superior to St Paul , 2 days a week)

AMENDED OPERATING PLAN APPENDIX E
OPTIMIZED PLAN TRAIN SERVICE

APPENDIX E: OPTIMIZED PLAN TRAIN SERVICE

Intermodal Routes - KCS OPTIMIZED





APPENDIX E: OPTIMIZED PLAN TRAIN SERVICE

Manifest Routes - KCS OPTIMIZED

Manifest Trains KCS (18 symbols)

PS=Previous Symbols

8,530 train miles per day (reduction of 1,582 miles)

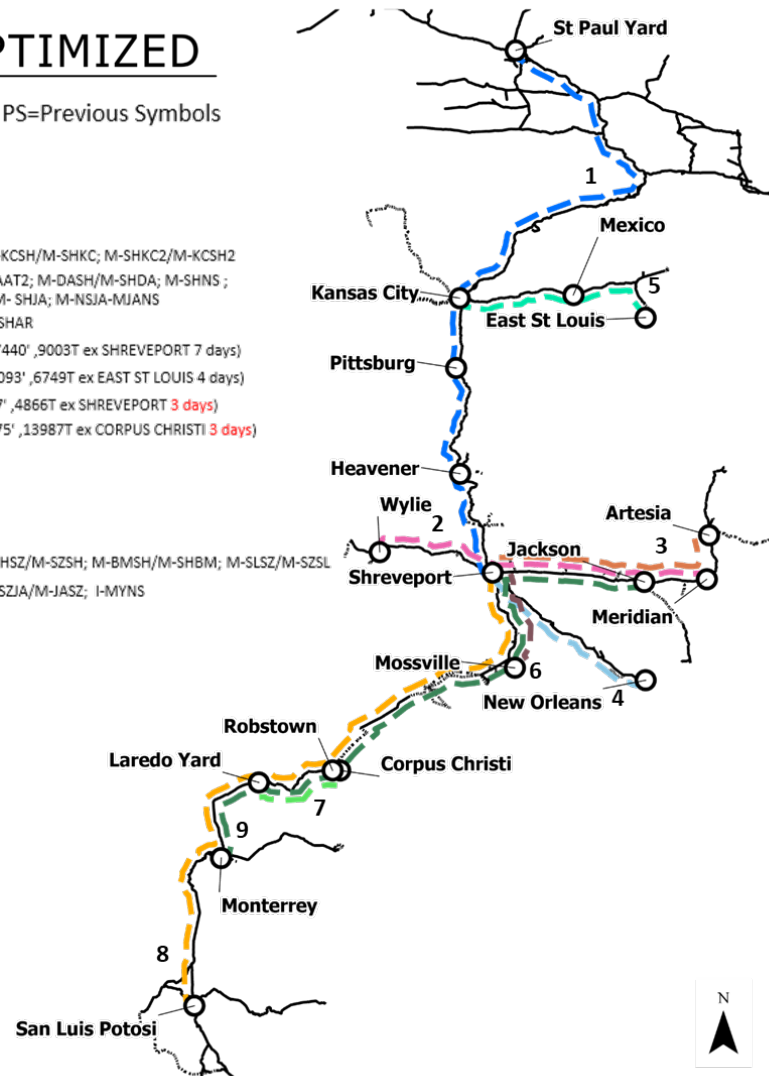
(includes 260/261 between Kansas City to St Paul)

US SCHEDULED

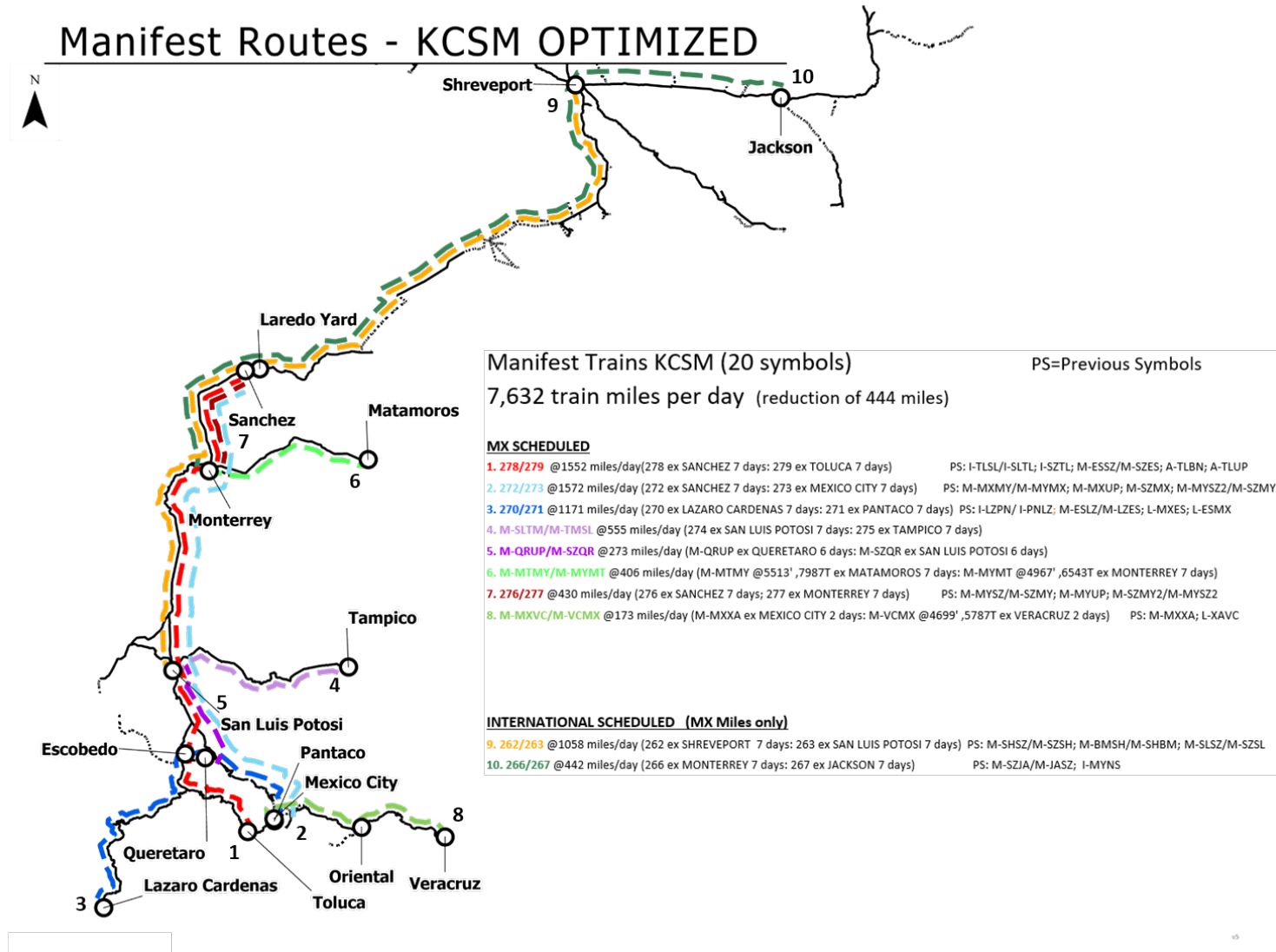
1. **260/261** @2363 miles/day (260 ex ST PAUL 7 days: 261 ex SHREVEPORT 7 days) PS: 474/475; M-KCSH/M-SHKC; M-SHKC2/M-KCSH2
2. **166/167** @1032 miles/day (166 ex WYLIE 7 days: 167 ex MERIDIAN NS 7 days) PS: I-ATDA2/I-DAAT2; M-DASH/M-SHDA; M-SHNS ; M-JASH/M-SHJA; M-NSJA-MJANS
3. **268/269** @795 miles/day (268 ex SHREVEPORT 7 days: 269 ex ARTESIA 7 days) PS: M-ARSH/M-SHAR
4. **M-CXSH/M-SHCX** @623 miles/day (M-CXSH @7422' ,8959T ex NEW ORLEANS 7 days: M-SHCX @7440' ,9003T ex SHREVEPORT 7 days)
5. **M-KCVN/M-VNKC** @387 miles/day (M-KCVN @6004' ,7513T ex KANSAS CITY 4 days: M-VNKC @7093' ,6749T ex EAST ST LOUIS 4 days)
6. **M-LCSH/M-SHLC** @154 miles/day (M-LCSH @6466' ,11893T ex MOSSVILLE 3 days: M-SHLC @5837' ,4866T ex SHREVEPORT 3 days)
7. **M-SZCC/M-CCSZ** @127 miles/day (M-SZCC @8500' ,5398T ex LAREDO YARD 3 days: M-CCSZ @6675' ,13987T ex CORPUS CHRISTI 3 days)

INTERNATIONAL SCHEDULED (US Miles only)

8. **262/263** @1314 miles/day (262 ex SHREVEPORT 7 days: 263 ex SAN LUIS POTOSI 7 days) PS: M-SHSZ/M-SZSH; M-BMSH/M-SHBM; M-SLSZ/M-SZSL
9. **266/267** @1735 miles/day (266 ex MONTERREY 7 days: 267 ex JACKSON 7 days) PS: M-SZIA/M-JASZ; I-MYNS



APPENDIX E: OPTIMIZED PLAN TRAIN SERVICE



APPENDIX E: OPTIMIZED PLAN TRAIN SERVICE

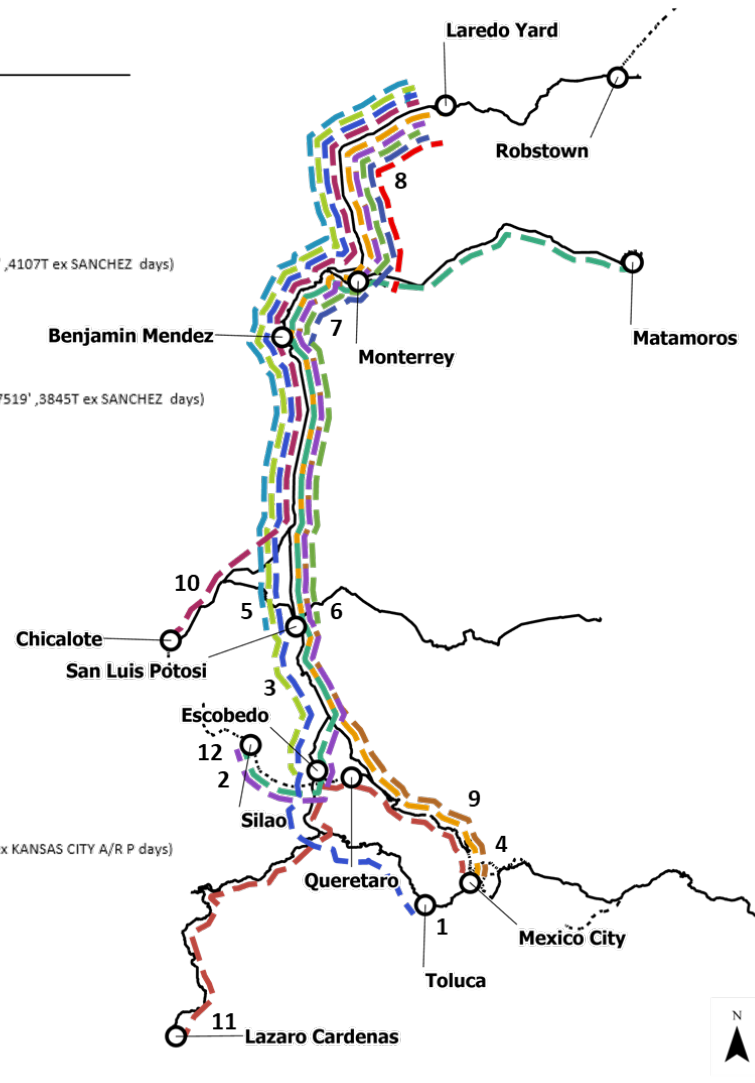
Auto Routes OPTIMIZED

Auto train Mexico only (14 symbols)

1,182 train miles per day (reduction of 60 miles)

MX AS REQUIRED

1. **V-NLTL/** @68 miles/day (V-NLTL @6836', 3736T ex SANCHEZ A/R days)
2. **V-NLSI/** @260 miles/day (V-NLSI @7124', 4026T ex SANCHEZ A/R days)
3. **A-ESNL/V-NLES** @161 miles/day (A-ESNL @7611', 5727T ex ESCOBEDO A/R days: V-NLES @7408', 4107T ex SANCHEZ days)
4. **V-NLMX/** @150 miles/day (V-NLMX @7366', 4045T ex SANCHEZ A/R days)
5. **A-SLUP/** @136 miles/day (A-SLUP @7890', 6551T ex SAN LUIS POTOSI A/R days)
6. **V-NLSL/** @104 miles/day (V-NLSL @7510', 4093T ex SANCHEZ A/R days)
7. **V-NLBZ/** @97 miles/day (V-NLBZ @7188', 3932T ex SANCHEZ A/R days)
8. **A-MYNL/V-NLMY** @82 miles/day (A-MYNL @6735', 6290T ex MONTERREY A/R days: V-NLMY @7519', 3845T ex SANCHEZ days)
9. **A-MXUP/** @58 miles/day (A-MXUP @8107', 6338T ex MEXICO CITY A/R days)
10. **V-NLIH/** @28 miles/day (V-NLIH @5260', 2944T ex SANCHEZ A/R days)
11. **A-LZMX/** @27 miles/day (A-LZMX @4839', 3068T ex LAZARO CARDENAS A/R days)
12. **V-MTSI/** @11 miles/day (V-MTSI @6116', 3355T ex MATAMOROS A/R days)



Auto Trains KCS (4 symbols of which 3 no traffic)

11 train miles per day

US AS REQUIRED (NOT DISPLAYED)

- A-KCITY/V-KCITY @11 miles/day (A-KCITY @4728', 3645T ex KANSAS CITY 3 days: V-KCITY @0', 0T ex KANSAS CITY A/R P days)
- A-SLKN/ @0 miles/day (A-SLKN @0', 0T ex LAREDO YARD A/R P days)
- V-BNLR/ @0 miles/day (V-BNLR @0', 0T ex ROBSTOWN A/R P days)

AMENDED OPERATING PLAN APPENDIX F
NEW BLOCKS OPTIMIZED PLAN

APPENDIX F : NEW BLOCKS OPTIMIZED PLAN

Origin Name	Origin FSAC	Block	Destination Name	Dest. FSAC	Block Category
AHORCADO	96	87322MA	SAN LUIS POTOSI	87322	MANIF
AHORCADO	96	99554MA	SHREVEPORT	99554	MANIF
CORPUS CHRISTI	2161	00418MA	MONTERREY	418	MANIF
CORPUS CHRISTI	2161	87322MA	SAN LUIS POTOSI	87322	MANIF
EAST ST LOUIS	22810	00027EX	INTL FREIGHT GATEWAY	27	EXPED
EAST ST LOUIS	22810	99554MA	SHREVEPORT	99554	MANIF
ENCANTADA	87358	02001EX	LAREDO	2001	EXPED
ESCOBEDO	51	00418MA	MONTERREY	418	MANIF
ESCOBEDO	51	99554MA	SHREVEPORT	99554	MANIF
INTERPUERTO	98570	01222EX	JACKSON	1222	EXPED
INTERPUERTO	98570	02009EX	LAREDO YARD	2009	EXPED
INTERPUERTO	98570	91318EX	MERIDIAN	91318	EXPED
INTL FREIGHT GATEWAY	27	22810EX	EAST ST LOUIS	22810	EXPED
JACKSON	1222	00418MA	MONTERREY	418	MANIF
JACKSON	1222	01244EX	PUERTA MEXICO	1244	EXPED
JACKSON	1222	98570EX	INTERPUERTO	98570	EXPED
JALAPA	87247	00001MA	MEXICO CITY	1	MANIF
LAREDO	2001	00426EX	SALINAS VICTORIA	426	EXPED
LAREDO	2001	01244EX	PUERTA MEXICO	1244	EXPED
LAREDO	2001	87358EX	ENCANTADA	87358	EXPED
LAREDO	2001	98570EX	INTERPUERTO	98570	EXPED
LECHERIA	68	00152M2	TULTEPEC	152	M2-MANIF
MATAMOROS	87485	01253MA	PEDRO C MORALES	1253	MANIF
MERIDIAN	91318	01244EX	PUERTA MEXICO	1244	EXPED

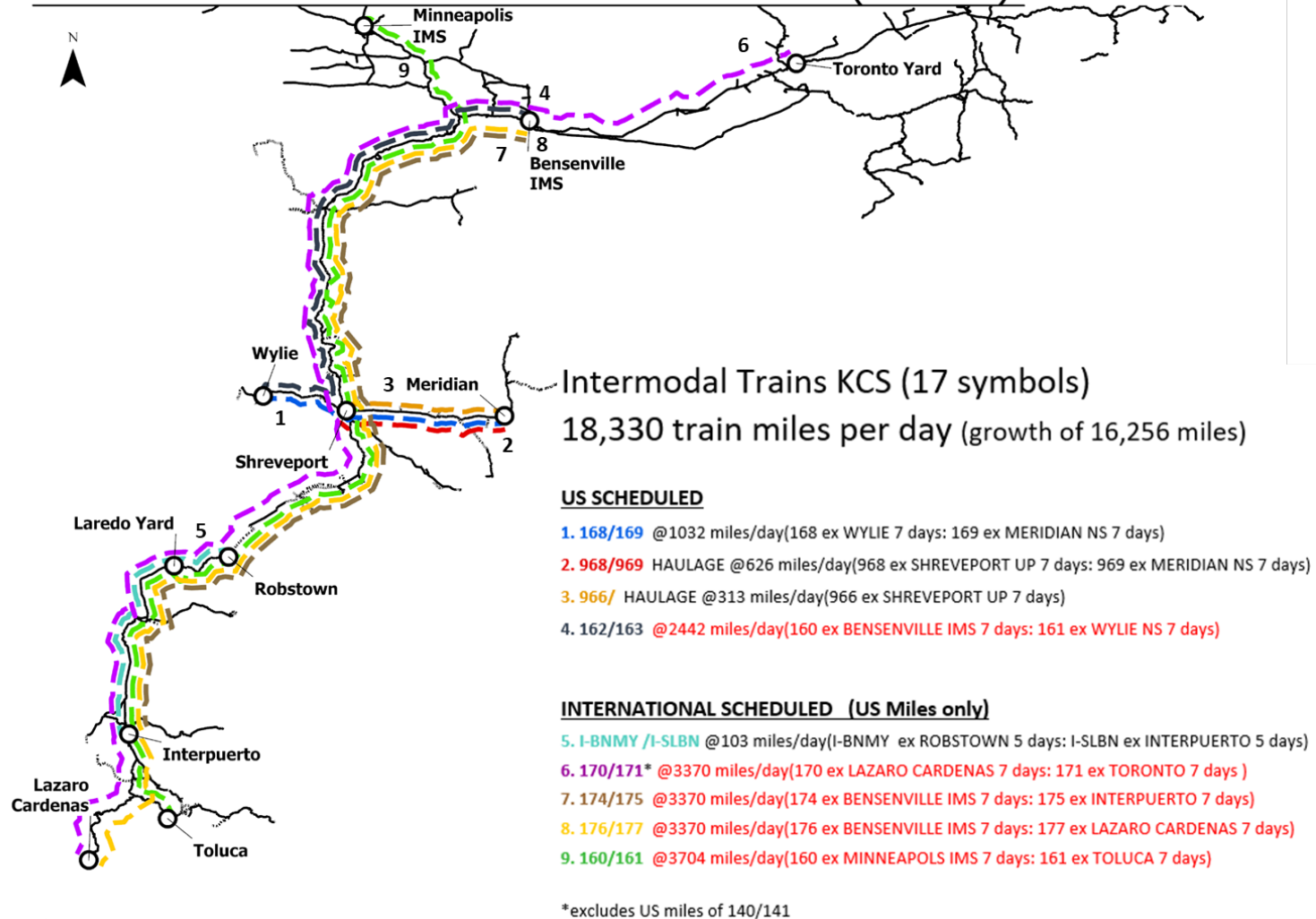
Origin Name	Origin FSAC	Block	Destination Name	Dest. FSAC	Block Category
MERIDIAN	91318	98570EX	INTERPUERTO	98570	EXPED
MEXICO CITY	1	00418MA	MONTERREY	418	MANIF
MEXICO CITY	1	06055MA	VERACRUZ	6055	MANIF
MONTERREY	418	01222MA	JACKSON	1222	MANIF
MONTERREY	418	02161MA	CORPUS CHRISTI	2161	MANIF
MONTERREY	418	87322MA	SAN LUIS POTOSI	87322	MANIF
MONTERREY	418	99554MA	SHREVEPORT	99554	MANIF
NAHANT	4640	01561MA	SANCHEZ	1561	MANIF
NAHANT	4640	99554MA	SHREVEPORT	99554	MANIF
PEDRO C MORALES	1253	87485MA	MATAMOROS	87485	MANIF
PUERTA MEXICO	1244	01222EX	JACKSON	1222	EXPED
PUERTA MEXICO	1244	02001EX	LAREDO	2001	EXPED
PUERTA MEXICO	1244	02145EX	ROBSTOWN	2145	EXPED
PUERTA MEXICO	1244	91318EX	MERIDIAN	91318	EXPED
QUERETARO	46	00418MA	MONTERREY	418	MANIF
QUERETARO	46	87322MA	SAN LUIS POTOSI	87322	MANIF
ROJAS	403	02001MA	LAREDO	2001	MANIF
ROJAS	403	87322MA	SAN LUIS POTOSI	87322	MANIF
SANTA MARIA	1620	02001MA	LAREDO	2001	MANIF
SANTA MARIA	1620	87322MA	SAN LUIS POTOSI	87322	MANIF
SANCHEZ	1561	00847MA	JESUS MARIA	847	MANIF
SANCHEZ	1561	04640MA	NAHANT	4640	MANIF
SANCHEZ	1561	04850MA	ST PAUL	4850	MANIF
SANCHEZ	1561	99767MA	BEAUMONT	99767	MANIF
SAN LUIS POTOSI	87322	00418MA	MONTERREY	418	MANIF

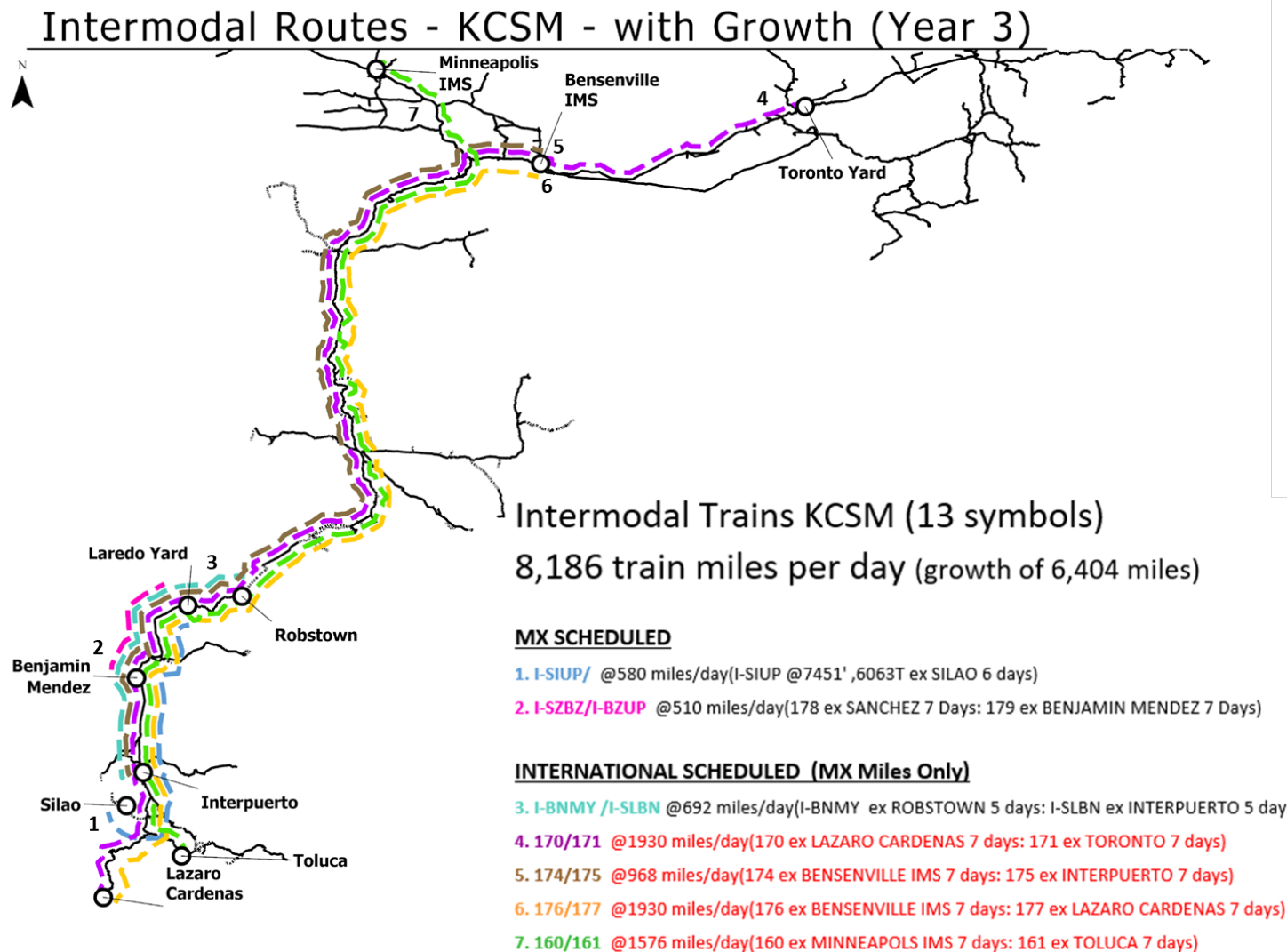
APPENDIX F : NEW BLOCKS OPTIMIZED PLAN

Origin Name	Origin FSAC	Block	Destination Name	Dest. FSAC	Block Category
SAN LUIS POTOSI	87322	01561MA	SANCHEZ	1561	MANIF
SAN LUIS POTOSI	87322	02161MA	CORPUS CHRISTI	2161	MANIF
SAN LUIS POTOSI	87322	99554MA	SHREVEPORT	99554	MANIF
SHREVEPORT	99554	00418MA	MONTERREY	418	MANIF
SHREVEPORT	99554	04640MA	NAHANT	4640	MANIF
SHREVEPORT	99554	04690M2	KANSAS CITY	4690	M2-MANIF
SHREVEPORT	99554	04850MA	ST PAUL	4850	MANIF
SHREVEPORT	99554	22810MA	EAST ST LOUIS	22810	MANIF
SHREVEPORT	99554	87322MA	SAN LUIS POTOSI	87322	MANIF
SHREVEPORT	99554	99787MA	PORT ARTHUR	99787	MANIF
SILAO	87527	02001MA	LAREDO	2001	MANIF
ST PAUL	4850	01561MA	SANCHEZ	1561	MANIF
ST PAUL	4850	99554MA	SHREVEPORT	99554	MANIF
TOLUCA	1717	01561MA	SANCHEZ	1561	MANIF
TOLUCA	1717	02001MA	LAREDO	2001	MANIF
TULTEPEC	152	00068M2	LECHERIA	68	M2-MANIF

AMENDED OPERATING PLAN APPENDIX G
GROWTH PLAN TRAIN SERVICE

Intermodal Routes - KCS - with Growth (Year 3)





AMENDED OPERATING PLAN APPENDIX H
OPTIMIZED PLAN TRAIN CHANGES

Train Details: Optimized Plan

(Only trains that have been changed in the Operating Plan are listed below)

St Paul to Shreveport

Kansas City Joint Agency: propose moving the pick-up and set out events on 260/261 to IFG as a progressive mainline move including connections to/from East St Louis on M-KCVN and M-VNKC

260 – St Paul to Shreveport Daily

- Previous symbols 474/M-KCSH/M-KCSH2 daily
- Handles new St Paul/Nahant to Shreveport blocks in addition to the existing Sanchez blocks
- St Paul/Nahant to Sanchez blocks swap to 262 at Shreveport
- Picks up at IFG
- Max length:
 - 10000 feet St Paul to Kansas City
 - 12000 feet Kansas City to Shreveport

261 – Shreveport to St Paul Daily

- Previous symbols M-SHKC daily/M-SHKC2 --M-WFS/475 daily
- Handles new blocking ex Shreveport including:
 - Kansas City BNSF
 - East St Louis block connecting to M-KCVN
 - Nahant and St Paul blocks direct
- Max length:
 - 12000 feet Shreveport to Kansas City
 - 10000 feet Kansas City to St Paul

APPENDIX H: OPTIMIZED PLAN TRAIN CHANGES

Meridian to Shreveport/Wylie

166 – Wylie to Meridian NS Daily

- Previous symbols I-DAAT2 operating ---W-F-/M-DASH SMTWTF-/M-SHNS daily
- Now handles manifest traffic Wylie to Shreveport/Jackson/Meridian NS previously on M-DASH/M-SHJAB/M-JANS
- Max length 10000 feet

167 – Meridian NS to Wylie Daily

- Previous symbols I-ATDA2 operating SM--TFS/M-NSJA daily/M-JASH daily/M-SHDA S-TWTFS
- Now handles manifest traffic Meridian to Jackson/Shreveport/Wylie
- Max length 10000 feet

168 – Wylie to Meridian NS Daily

- Previous symbol I-DAAT operating daily
- Intermodal only
- Max length 10000 feet

169 – Meridian NS to Wylie Daily

- Previous symbol I-ATDA operating daily
- Intermodal only
- Max length 10000 feet
-

266 – Monterrey to Jackson Daily

- Previous symbols M-SZJA operating daily/I-MYNS --T-T-S
- Handles intermodal ex Mexico for Jackson/Meridian NS previously on 3 day a week I-MYNS. Traffic for Meridian NS connects to 166 at Jackson
- New blocking ex Monterrey includes:
 - Monterrey to Corpus Christi connecting to M-SZCC
 - Monterrey to Jackson
- At Salinas Victoria, pick up Jackson and NS Meridian IMS
- Max length 9840 feet ex Monterrey. 10000 feet ex Sanchez

APPENDIX H: OPTIMIZED PLAN TRAIN CHANGES

267 – Jackson to Monterrey Daily

- Previous symbol M-JASZ operating daily
- Handles intermodal for Salinas Victoria/Interpuerto/Puerta Mexico off the Jackson ramp and connecting from 167
- Two day a week Jackson to Beaumont block abolished. Traffic to Shreveport
- No longer sets out/picks up at Beaumont
- Max length 10000 feet

268 – Shreveport to Artesia Daily

- Previous symbols M-SHAR operating daily
- Max length 10000 feet

269 – Artesia to Shreveport Daily

- Previous symbol M-ARSH operating daily
- Max length 10000 feet
-

966 – Shreveport UP to Meridian NS Haulage Daily

- Previous symbol I-LBNS operating daily
- Max length 10000 feet

968 – Shreveport UP to Meridian NS Haulage Daily

- Previous symbol I-ZLCAI operating daily
- Max length 10000 feet

969 – Meridian NS to Shreveport UP Haulage Daily

- Previous symbol I-ZAILC operating daily
- Max length 10000 feet

Shreveport to Mexico City/Toluca

Yards bypassed in proposal:

- Nuevo Laredo (previously multiple)
- Vanegas (previously 14 trains)

APPENDIX H: OPTIMIZED PLAN TRAIN CHANGES

I-BNMY – Robstown BNSF to Interpuerto SMTW--S

- Extended with power and traffic to Interpuerto versus terminating at Monterrey
- Puerta Mexico traffic connects to 278 at Sanchez
- Picks up Salinas Victoria and Interpuerto intermodal at Sanchez
- Max length 9840 feet

I-SLBN – Interpuerto to Robstown --TWTFS

- Previous scheduled days of operation were -MTWTF-
- Outbound day of week operation changed to match inbound power and equipment supply from I-BNMY
- Max length 9840 feet

I-SZBZ – Sanchez to Benjamin Mendez Daily

- Max length 9840 feet

I-BZUP – Benjamin Mendez to Laredo UP Daily

- Previous scheduled days of operation were S-TWTFS
- Outbound day of week operation changed to match inbound power and equipment supply from 178
- Max length 9840 feet

262 – Shreveport to San Luis Potosi Daily

- Previous symbols M-SHSZ operating daily/M-SHBM SM-W-F-/M-SZSL SMTWTF-
- Shreveport to Corpus Christi block abolished account low volumes (under 10 cars per day)
- New blocking ex Shreveport includes:
 - Port Arthur handled daily connecting to locals at Beaumont
 - Monterrey
 - San Luis Potosi
- Picks up at Beaumont
- Saltillo to Vanegas block abolished
- Picks up new Saltillo to San Luis Potosi block
- Max length 9840 feet

APPENDIX H: OPTIMIZED PLAN TRAIN CHANGES

263 – San Luis Potosi to Shreveport Daily

- Previous symbols M-SLSZ operating S-TWTFS/M-SZSH daily/M-BMSH operating --T-T-S
- Handles new blocking ex San Luis Potosi including:
 - Sanchez
 - Corpus Christi
 - Shreveport
- San Luis Potosi to Vanegas, Salinas Victoria, Nuevo Laredo blocks are abolished
- Picks up new Monterrey to Shreveport block
- Handles new blocking at Sanchez Yard including:
 - Beaumont. Traffic previously sent to Shreveport for processing and backhaul to Beaumont
 - St Paul. Block swap to 261 at Shreveport
- Picks up Beaumont to Shreveport block daily. Traffic previously on M-BMSH three times per week
- Max length 9840 feet

M-SHLC Shreveport to Mossville S-T-T--

- Service days were originally -MT-T-S
- Power supplies M-LCSH operating -M-W-F-

M-SZCC Laredo Yard to Corpus Christi –M-W-F-

- Handles new San Luis Potosi and Monterrey to Corpus Christi blocks
- Power supplies M-CCSZ

M-CCSZ Corpus Christi to Laredo Yard --T-T-S

- Service days were originally --TWTFS
- Handles new Corpus Christi to Monterrey and San Luis Potosi blocks

272 – Sanchez to Mexico City Daily

- Previous symbols M-SZMX operating SMTWT-S/M-SZMY2 daily/M-MYMX daily
- Handles intermodal and manifest
- Works Monterrey as part of the consolidation with M-SZMY2/M-MYMX
- Picks up new Monterrey to San Luis Potosi block bypassing Vanegas
- Max length 9840 feet

APPENDIX H: OPTIMIZED PLAN TRAIN CHANGES

273 – Mexico City to Laredo UP Daily

- Previous symbols M-MXUP operating S-TWTFS/M-MXMY daily/M-MYSZ2 daily
- Handles intermodal and manifest
- Picks up new San Luis Potosi to Monterrey block
- Works Monterrey as part of the consolidation with M-MYXY and M-MYSZ2
- Max length 9840 feet

M-SLTM – San Luis Potosi to Tampico Daily

- Handles new Pedro C Morales to Tampico block swapping through San Luis Potosi

M-TMSL – Tampico to San Luis Potosi Daily

- Handles new Tampico to Pedro C Morales block swapping through San Luis Potosi

276 – Sanchez to Monterrey Daily

- Previous symbols M-SZMY operating daily/M-SZMY2 daily
- Handles manifest
- Max length 9840 feet

277 – Monterrey to Laredo UP Daily

- Previous symbols M-MYUP operating daily/M-MYSZ2 daily
- Handles new Monterrey to Laredo UP block bypassing Sanchez
- Max length 9840 feet

278 – Sanchez to Toluca Daily

- Previous symbols I-SZTL operating S-TW-FS/M-SZES -MTWTFS
- Handles manifest and intermodal
- Max length 9840 feet

279 – Toluca to Sanchez Daily

- Previous symbols I-TLSL operating -MTW-FS/M-ESSZ S-TWTFS/A-TLBN/A-TLUP as required
- Handles manifest and intermodal
- Max length 9840 feet

APPENDIX H: OPTIMIZED PLAN TRAIN CHANGES

Lazaro Cardenas to Mexico City

270 – Lazaro Cardenas to Pantaco Daily

- Previous symbols I-LZPN operating -MT-T-S/L-ESMX daily/M-LZES SMT-TF-
- Handles intermodal and manifest
- Set out/pick up at Morelia
- At Escobedo, set out/pick up manifest for Mariscala, Queretaro, San Juan Del Rio
- Performs intermediate work between Escobedo and Mexico City

271 – Pantaco to Lazaro Cardenas Daily

- Previous symbols I-PNLZ operating -M-WT-S/L-MXES daily/M-ESLZ SMT-TF-
- Handles intermodal and manifest
- Performs intermediate work between Mexico City and Escobedo
- Set out/pick up at Escobedo
- Set out/pick up at Morelia

M-LZES Lazaro Cardenas to Escobedo SMT-TF-Abolished

- Traffic to 270

L-ESMX Escobedo to Mexico City Daily Abolished

- Work to 270

L-MXES Mexico City to Escobedo Daily Abolished

- Work to 271

M-ESLZ Escobedo to Lazaro Cardenas SMT-TF-Abolished

- Traffic to 271

APPENDIX H: OPTIMIZED PLAN TRAIN CHANGES

Mexico City to Veracruz

M-MXVC – Mexico City to Veracruz ---W--S

- Previous symbols M-MXXA ---W--S/L-XAVC S---T--
- With a road crew out of Oriental, now operates through to Veracruz setting out and picking up at Jalapa versus terminating short at Jalapa
- Handles a new Mexico City to Vera Cruz block bypassing processing at Jalapa
- Power supplies M-VCMX

L-XAVC Jalapa to Veracruz S---T--Abolished

- Work at Apazapam and Santa Fe to M-MXV

AMENDED OPERATING PLAN APPENDIX I
GROWTH PLAN TRAIN CHANGES

Train Details: Growth Plan

(Only new trains added to the Operating Plan and associated changes are listed)

100 – Vancouver IMS to Toronto Daily

- At Vaughan, picks up the new Wylie and Interpuerto blocks for connection to 143 at West Toronto

101 – Toronto to Vancouver IMS Daily

- Handles the new Interpuerto and Wylie to Vaughan IMS blocks connecting from 142 at Toronto Yard
- At Calgary IMS, picks up the new IFG to Vancouver IMS block connecting from 199

112 – Vancouver IMS to St-Luc Daily

- Handles new Vancouver IMS to IFG block to Calgary IMS for connection to 198

140 – Bensenville to Toronto Abolished

- Replaced by 170 originating at Lazaro Cardenas through to Toronto

141 – Toronto to Bensenville Abolished

- Replaced by 171 originating at Toronto through to Lazaro Cardenas

142 – Schiller East to Brownville Jct Daily

- Handles the new Silao, Rojas and Salinas Victoria to Detroit IMS blocks ex 170 for connection to CSX Q150 at North Baltimore. Maximum length of Detroit traffic is restricted to 2500 feet per day on CSX
- Handles new Interpuerto to Vaughan IMS block connecting from 170 in Chicago
- Handles new Wylie to Vaughan IMS and IFG to St John IMS blocks connecting from 163 in Chicago

143 – Hochelaga to Schiller East Daily

- Handles new St John IMS to IFG block to Chicago for connection to 162
- Picks up new Detroit IMS to Salinas Victoria, Rojas and Silao blocks at North Baltimore ex CSX Q509 for connection to 171 in Chicago. Traffic ex Detroit to Chicago is restricted to a maximum length of 2500 feet per day on CSX

APPENDIX I: GROWTH PLAN TRAIN CHANGES

160 – Minneapolis IMS to Toluca Daily

- The new Vancouver IMS to IFG block connects from 198 at Minneapolis
- Handles new Minneapolis IMS to Wylie block to IFG for connection to 162
- Handles new Minneapolis IMS to Laredo and Salinas Victoria blocks direct
- New Minneapolis IMS to Lazaro block connects to 171 at IFG
- Handles the new St Paul to Shreveport and Sanchez manifest blocks
- At Nahant, picks up the new Shreveport manifest block
- At IFG, sets out. Picks up the East St Louis to Shreveport block ex M-VNKC and Bensenville to Shreveport block ex 162
- At Shreveport, picks up Sanchez and new Monterrey and San Luis Potosi manifest blocks
- At Sanchez, sets out. Monterrey manifest connects to 272/276. Picks up Salinas Victoria, San Luis Potosi and Queretaro manifest blocks. Picks up connecting Meridian NS, Jackson, Robstown BNSF to Puerta Mexico IMS
- At Salinas Victoria, sets out. Picks up Escobedo and Puerta Mexico
- At San Luis Potosi, sets out. Queretaro manifest connects to M-SLQR
- At Escobedo, sets out. Picks up Puerta Mexico IMS and Toluca manifest

161 – Toluca to Minneapolis IMS Daily

- Handles Toluca to Puerta Mexico, UP Laredo, Sanchez manifest
- At Puerta Mexico, sets out. Picks up new Bensenville IMS, Interpuerto, Laredo UP, Robstown BNSF, Jackson and Meridian NS IMS
- At Escobedo, sets out. Bensenville IMS connects to 170. Picks up Shreveport and East St Louis manifest
- At Interpuerto, sets out
- At San Luis Potosi, picks up Sanchez and Shreveport manifest
- At Sanchez, sets out UP Laredo, Robstown BNSF, Jackson and Meridian NS IMS connecting to 266. Picks up Shreveport and St Paul manifest
- At Kendleton, set out
- At Shreveport, picks up new East St Louis manifest block connecting to M-KCVN at Kansas City, Nahant and St Paul manifest
- At IFG, picks up the new Lazaro Cardenas and Wylie to Minneapolis IMS blocks ex 170/163 and the IFG to Vancouver IMS block
- At Nahant, sets out. Picks up St Paul manifest
- At Minneapolis, IFG to Vancouver IMS connects to 199

APPENDIX I: GROWTH PLAN TRAIN CHANGES

162 – Bensenville IMS to Wylie Daily

- Handles Bensenville IMS to Wylie block direct
- Handles new St John to IFG IMS block connecting from 143 in Chicago
- New Bensenville to Shreveport manifest block connects to 160 at IFG
- At IFG, sets out. Picks up Minneapolis to Wylie IMS block connecting from 160

163 – Wylie to Bensenville IMS Daily

- Handles Wylie to Bensenville and Vaughan IMS. Vaughan IMS connects to 142 in Chicago
- Handles Wylie to Minneapolis IMS to IFG for connection to 161
- At IFG, sets out. Picks up new IFG to St John IMS for connection to 142 in Chicago

166 – Wylie to Meridian Daily

- Wylie to Interpuerto and Lazaro Cardenas IMS connects to 171 at Shreveport
- Wylie to New Orleans manifest connects to M-SHCX at Shreveport

170 – Lazaro Cardenas to Toronto Daily

- 7200 foot maximum Lazaro Cardenas to Escobedo account east end Caltzontzin District siding restrictions
- Handles new Lazaro Cardenas to Wylie, IFG and Minneapolis IMS blocks. Wylie traffic to 167 at Shreveport. Minneapolis IMS traffic to 161 at IFG
- At Escobedo, picks up new Puerto Mexico to Bensenville IMS, Silao to Sanchez and Detroit IMS blocks
- At Interpuerto, picks up new IFG and Vaughan IMS blocks
- At Rojas, picks up the new Bensenville and Detroit IMS blocks
- At Salinas Victoria, picks up new Detroit IMS block
- At IFG, sets out. Picks up new St John IMS block
- At Bensenville, Detroit IMS and St John IMS are transferred to Schiller Park for connection to 142
- 170 replaces 140 from Bensenville through to Toronto

APPENDIX I: GROWTH PLAN TRAIN CHANGES

171 – Toronto to Lazaro Cardenas Daily

- Replaces 141 from Toronto through to Bensenville
- At Bensenville, picks up Puerta Mexico IMS, Detroit to Salinas Victoria, Rojas and Silao IMS blocks connecting off 143/G34
- At IFG, picks up new Salinas Victoria and Lazaro Cardenas IMS blocks
- At Shreveport, picks up the new Wylie to Lazaro Cardenas IMS block
- At Salinas Victoria, set out
- At Escobedo, set out. Puerta Mexico traffic to 172. Silao traffic to L-ESSI
- 7200 foot maximum Escobedo to Lazaro Cardenas account east end Caltzontzin District siding restrictions

174 – Bensenville IMS to Interpuerto Daily

- Handles new Bensenville to Sanchez, Monterrey and San Luis Potosi manifest blocks along with new Bensenville IMS to Laredo, Interpuerto and Pantaco blocks
- At IFG, picks up the new Interpuerto IMS block
- At Shreveport, picks up the new Wylie to Interpuerto IMS block
- At Laredo, sets out
- At Sanchez, sets out. Monterrey manifest to 276. Pantaco IMS to 272. Picks up Meridian NS, Jackson and Sanchez to Interpuerto block

175 – Interpuerto to Bensenville IMS Daily

- Handles the new Interpuerto to Bensenville IMS block along with Laredo, Jackson and Meridian NS IMS
- At Sanchez, sets out. Jackson and Meridian NS traffic connect to 266. Picks up Pantaco to Bensenville IMS connecting from 273 and new Schiller Auto and Bensenville manifest blocks

176 – Bensenville IMS to Lazaro Cardenas Daily

- Handles new Bensenville IMS to Encantada and Lazaro Cardenas IMS blocks
- At Encantada, sets out
- Operates over siding length Acambaro to Lazaro Cardenas

177 – Lazaro Cardenas to Bensenville IMS Daily

- Operates over siding length Lazaro Cardenas to Acambaro
- Handles new Lazaro Cardenas to Bensenville IMS block
- At Encantada, pick up the new Bensenville IMS block
- At Salinas Victoria, pick up the new Bensenville IMS block

APPENDIX I: GROWTH PLAN TRAIN CHANGES

198 – Deltaport to Bensenville IMS Daily

- Picks up new Vancouver IMS to IFG block at Calgary IMS connecting to 160 at Minneapolis IMS

199 – Bensenville IMS to Deltaport Daily

- Picks up new IFG to Vancouver IMS block at Minneapolis IMS connecting to 101 at Calgary IMS

251 – Brownville Jct to St-Luc Daily

- Handles new St John IMS to IFG block connecting to 143 at St-Luc

272 – Sanchez to Mexico City Daily

- Handles new Bensenville IMS to Pantaco block connecting from 174 at Sanchez

273 – Mexico City to Laredo UP Daily

- Handles new Pantaco to Bensenville IMS block connecting to 175 at Sanchez

AMENDED OPERATING PLAN APPENDIX J
MAJOR INTERCHANGE LOCATIONS - CP

APPENDIX J: MAJOR INTERCHANGE LOCATIONS – CP

Locations with greater than 2000 cars interchanged annually

Location	Total Carloads
Eastport	273067
Sapperton Cn	225468
Chicago Clearing	186544
Bensenville	157298
Coquitlam	129407
Kansas City	109201
St Paul	101152
Vancouver Thorn Yar	98742
Chgo Rockwell St	87891
Scotford	80571
Clinton	79737
St Luc	75709
Sweet Grass	61387
Ottumwa	51351
New Westminster	47401
Detroit	46723
Tracy	45855
Sudbury	45401
Gibson	42530
Kamloops	39001
Chgo Barr Yard	34805
Shawinigan	34655
Beachville	30710
Red Deer	28468
Oakwood	26739
Proviso	26554
Buffalo	26546
Regina	25367
Sault Ste Marie	25065
Brownville Jct	22668
Albany	22602

Location	Total Carloads
Superior	21964
Clover Bar	20896
Schenectady	20739
West Toronto	20583
Noyes	20227
Rouses Point	19502
Emerson	18182
Davenport	17754
Saratoga Springs	16894
Northtown	15996
Whitehall	15797
Paddington	14502
Florence	14102
Mayne	13762
Norpaul Yard	13272
Valley Park	13027
Windsor	12853
Northfield	12598
Assiniboia	12344
Allenby	12343
Quebec	12279
N Maine Jct	11983
Buffalo Bison	11748
Mason City	11634
North Transcona	11412
St Jean	11389
Minnesota Transfer	11050
Woodstock	10735
Minot	9898
Milwaukee	9869
Duluth	9173
St Thomas	8904

Location	Total Carloads
Mechanicville	8233
Nora Springs	6478
La Crosse	6111
Huntingdon	5971
Kitchener	5876
Cardigan Jct	5670
Guelph Jct	5641
Feeder	5451
Oakes	5342
Saskatoon	5228
Moose Jaw	4916
Bismarck	4613
Joliette	4579
Stettler	4461
London Quebec St	4421
Sherbrooke	4298
Winona	4268
Calgary	4124
Roberts Bank	4099
Thunder Bay	3931
Bettendorf	3885
Rosemount	3801
Winnipeg	3682
Nesbitt	3607
Hamilton	3595
Enderlin	3366
Madison	2765
Dubuque	2746
Lloydminster	2408
Vancouver	2379
Calumet	2329
Southern Yard	2126

Location	Total Carloads
Millinocket	2102
Janesville	2059
Judson Flats	2054
Brockville	2016

AMENDED OPERATING PLAN APPENDIX K
MAJOR INTERCHANGE LOCATIONS - KCSR/KCSM

APPENDIX K: MAJOR INTERCHANGE LOCATIONS – KCSR/KCSM

Locations with greater than 2000 cars interchanged annually

Location	Total Carloads
Kansas City	254,769
Laredo	170,186
Shreveport	73,064
New Orleans	58,042
Jackson	51,300
Brownsville	48,059
Meridian	40,908
Beaumont	30,698
Lecheria	20,450
Brookwood	19,098
Corpus Christi	17,582
Baton Rouge	16,243
Dallas	15,760
Celaya	15,537
Lake Charles	11,208
De Queen	8,041
Monterrey	6,480
Ashdown (Shreveport)	4,799
Topeka	4,302
Corinth	3,341
West Lake	2,895
East St. Louis	2,703
Muscatine	2,507
Tupleo	2,006

AMENDED OPERATING PLAN APPENDIX L

TRAINS PER DAY CP – BASE PLAN

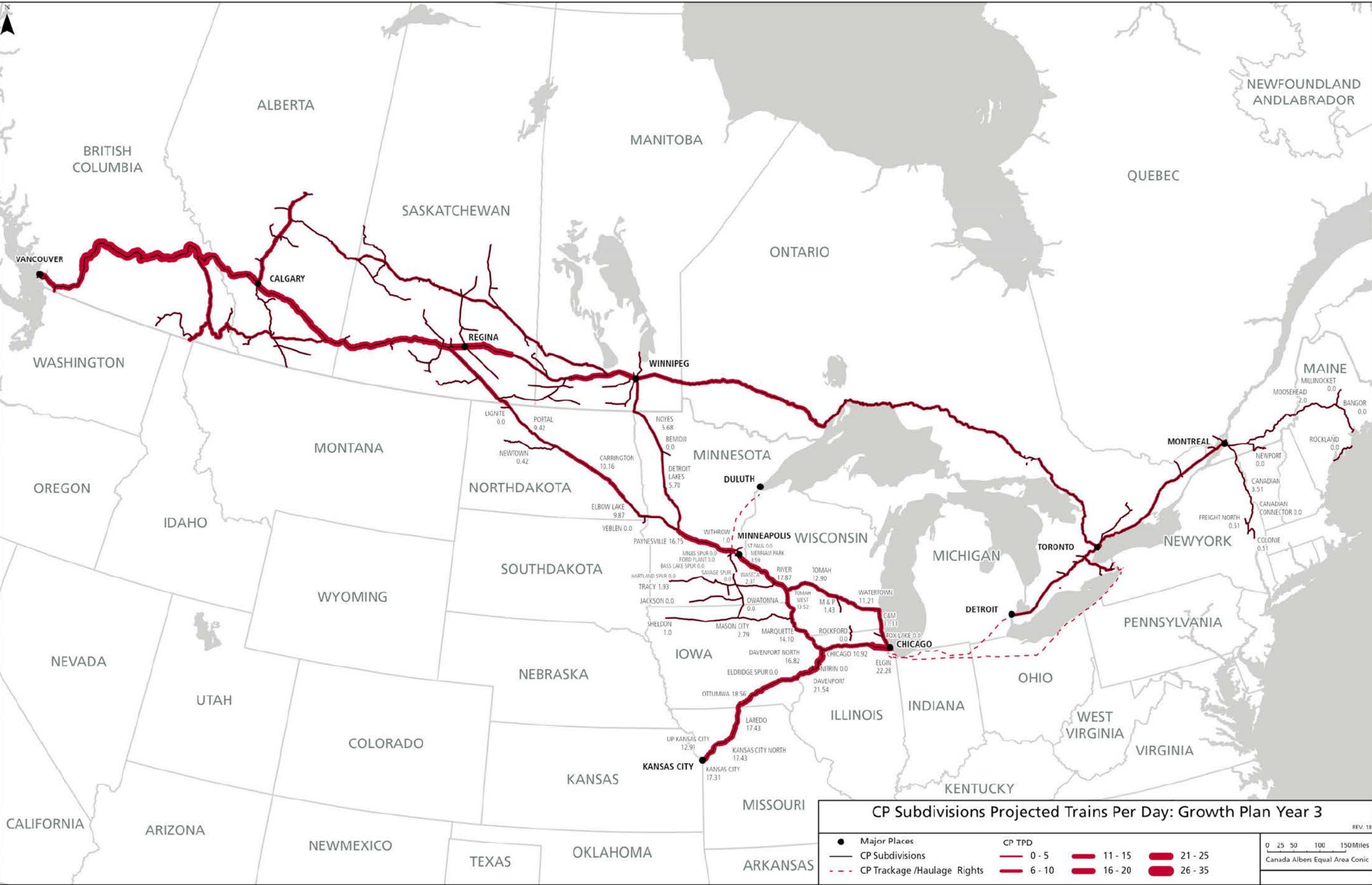
APPENDIX L: TRAINS PER DAY CP – BASE PLAN



AMENDED OPERATING PLAN APPENDIX M
TRAINS PER DAY CP – GROWTH PLAN

APPENDIX M: TRAINS PER DAY CP – GROWTH PLAN





AMENDED OPERATING PLAN APPENDIX N
TRAINS PER DAY KCSR – BASE PLAN

APPENDIX N: TRAINS PER DAY KCSR – BASE PLAN



AMENDED OPERATING PLAN APPENDIX O
TRAINS PER DAY KCSR – GROWTH PLAN

APPENDIX O: TRAINS PER DAY KCSR – GROWTH PLAN



AMENDED OPERATING PLAN APPENDIX P
TRAINS PER DAY KCSM – BASE PLAN

APPENDIX P: TRAINS PER DAY KCSM – BASE PLAN



AMENDED OPERATING PLAN APPENDIX Q
TRAINS PER DAY KCSM – GROWTH PLAN

APPENDIX Q: TRAINS PER DAY KCSM – GROWTH PLAN



APPENDIX Q: TRAINS PER DAY KCSM – GROWTH PLAN



AMENDED OPERATING PLAN APPENDIX R
LINE CAPACITY IMPROVEMENT PROJECTS

APPENDIX R: LINE CAPACITY IMPROVEMENT PROJECTS

Road	Subdivision	Location	Type	Segment	Estimate Total	Capital (2023)	Capital (2024)	Capital (2025)
CP	Chicago	MP 75	New Siding	Randall Rd - Kittredge	\$8.47M	\$0.80M	\$7.67M	
CP	Marquette	60 Miles	BRD	River Jct - Marquette	\$0.00M			
CP	Marquette	72 Miles	CTC	MP 24 to Marquette	\$15.06M	\$9.00M	\$6.06M	
CP	Marquette	MP155 (Brownsville)	New Siding	River Jct - Kains	\$13.31M		\$0.31M	\$13.00M
CP	Marquette	MP24	New Siding	Dubuque - Green Island	\$12.42M	\$3.85M	\$8.58M	
CP	Marquette	MP71	New Siding	Eckards - Edmore	\$15.40M	\$4.83M	\$10.57M	
CP	Davenport	39 Miles	CTC	CTC Subdivision	\$0.00M			
CP	Davenport	Deer Creek	Siding Extension	Green Island - Camanche	\$12.66M	\$12.66M		
CP	Davenport	Camanche	Siding Extension	Camanche - Nahant	\$1.95M	\$0.18M	\$1.77M	
CP	Ottumwa	62 Miles	CTC	CTC Subdivision	\$13.39M	\$7.39M	\$6.00M	
CP	Ottumwa	Letts	Siding Extension	Letts - Nahant	\$1.31M	\$1.31M		
CP	Ottumwa	MP 255	New Siding	Letts - Ottumwa	\$9.50M	\$9.50M		
CP	Ottumwa	Linby	Siding Extension	Letts - Ottumwa	\$0.00M			
CP	Laredo	102 Miles	CTC	CTC Subdivision	\$24.18M	\$0.00M	\$6.18M	\$18.00M
CP	Laredo	Ottumwa	Siding Extension	Ottumwa to 12k ft.	\$2.11M		\$0.11M	\$2.00M
CP	Laredo	Moravia (MP 325)	New Siding	Ottumwa - Newtown	\$9.84M	\$9.84M		
CP	Laredo	Seymour	New Siding	Ottumwa - Newtown	\$0.00M			
CP	Laredo	Newtown	Siding Extension	Laredo - Ottumwa	\$3.06M	\$3.06M		
CP	Kansas City	Laredo	Siding Extension	Polo - Newtown	\$3.70M	\$3.70M		
CP	Kansas City	MP 431	New Siding	Laredo - Polo	\$11.21M	\$11.21M		
CP Total					\$157.56M	\$77.32M	\$47.25M	\$33.00M
KCS	Pittsburg	Blue Valley (MP 8.1)	Siding Extension	Blue Valley	\$30.13M	\$10.00M	\$10.00M	\$10.13M
KCS	Pittsburg	Grandview/IFG	Double Track	Grandview - IFG	\$12.81M		\$5.00M	\$7.81M
KCS	Heavener	Asbury (MP 140.4)	Siding Extension	Pittsburg-McElhany	\$6.14M		\$6.14M	
KCS	Heavener	MP 186.6	New Siding	McElhany - Noel	\$12.08M		\$1.07M	\$11.01M
KCS	Heavener	Gentry (MP 222.5)	Siding Extension	Dorsey - Gentry	\$2.77M		\$2.77M	
KCS	Heavener	MP 247	New Siding	Watts - Stilwell	\$11.28M	\$1.00M	\$10.28M	
KCS	Heavener	Cave Springs	Siding Extension	Watts - Howe	\$4.14M		\$4.14M	
KCS	Heavener	Spiro (MP 311.7)	Siding Extension	Watts - Howe	\$4.44M	\$4.44M		
KCS	Shreveport	Heavener	Siding Extension	Heavener - Page	\$10.36M	\$1.00M	\$9.35M	
KCS	Shreveport	MP377	New Siding	Rich Mountain - Potter	\$11.28M	\$1.00M	\$10.28M	
KCS	Beaumont	Mansfield (591.3)	Siding Extension	Frierson - Converse	\$4.97M	\$4.97M		
KCS	Beaumont	Loring (MP 625.9)	Siding Extension	Converse - Fisher	\$3.82M	\$3.82M		
KCS	Beaumont	Singer (MP 705.1)	Siding Extension	Neame - Helme	\$4.63M		\$4.63M	
KCS Total					\$118.82M	\$26.23M	\$63.64M	\$28.95M
Grand Total					\$276.39M	\$103.55M	\$110.89M	\$61.95M

AMENDED OPERATING PLAN APPENDIX S

**EXPLANATION OF CHANGES IN SEGMENT-LEVEL TRAIN
COUNTS AND DENSITY DATA RELATIVE TO DATA
UNDERLYING OCTOBER 2021 OPERATING PLAN
(EXHIBIT 13)**

**CHANGES IN SEGMENT-LEVEL
TRAIN COUNTS AND DENSITIES
FROM OCTOBER 2021 OPERATING PLAN DATA**

1. Certain Base Plan Trains were not identified as moving across certain segments owing to omitted nodal data in traffic records. These omitted notes were corrected and the routing algorithm was re-run against the data, correctly identifying these trains as operating on the segment. Train counts and associated MGTs were corrected. These adjustments are referred to in the Table below as “Routing Correction.”
2. Certain on-demand trains were omitted from Base Period Train Counts. These trains were added to the segments that they traversed, and Base Plan MGTs for those segments were adjusted accordingly. These adjustments are referred to in the Table below as “Added On-Demand Trains.”
3. The Base Plan MGTs were recalibrated to 2019 actual system-level MGTs after adding trains and their associated tonnage (items 1 and 2 above), resulting in changes in Base Plan MGTs across multiple segments. These adjustments are referred to in the Table below as “Recalibration.” Some calibration changes were so small that they do not show up in the reported statistics.
4. Changes to Base Plan traffic volumes resulting from Items 1 and 2 also affected the calculation of “organic” growth reported in the Master Segment Table (Appendix U) for all affected segments.
5. For Segment 96 (CP Clinton, IA-Water Works, IA), changes to the train counts and densities reflect a correction to the October 2021 Operating Plan statistics to reflect the proper identification of the trains on this segment, which were the same as on the adjacent Water Works-Nahant segment. Those changes were previously implemented and reflected in the Master Segment Table provided to OEA in October 2021.

**APPENDIX S – EXPLANATION OF CHANGES IN SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA RELATIVE TO DATA UNDERLYING
OCTOBER 2021 OPERATING PLAN (EXHIBIT 13)**

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)	(7)
					CHANGE IN BASE PLAN TRAIN COUNT	CHANGE IN TRANSACTION- RELATED TRAIN COUNT INCREASE	CHANGE IN GROWTH PLAN YEAR 3 TRAIN COUNT	CHANGE IN 2019 BASE MGTs	CHANGE IN TRANSACTION- RELATED MGT CHANGE	CHANGE IN GROWTH PLAN YEAR 3 MGTs	EXPLANATION
CP	1	C-PORT-01	PORTAL	FLAXTON,ND - PORTAL,ND	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	2	C-PORT-02	PORTAL	KENMARE,ND - FLAXTON,ND	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	3	C-PORT-03	PORTAL	DRAKE,ND - KENMARE,ND	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	4	C-PORT-04	PORTAL	HARVEY,ND - DRAKE,ND	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	5	C-LIGN-01	LIGNITE	FLAXTON,ND - STAMPEDE,ND	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	6	C-NEWT-01	NEWTOWN	DRAKE,ND - MAX,ND	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	7	C-NEWT-02	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	8	C-NEWT-03	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	9	C-CARR-01	CARRINGTON	ENDERLIN,ND - HARVEY,ND	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	10	C-ELLA-01	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	11	C-ELLA-02	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	12	C-ELLA-03	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	13	C-ELLA-04	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	14	C-VEBL-01	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	15	C-VEBL-02	VEBLEN	SD/ND B,SD - ROSHOLT,SD	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	16	C-NOYE-01	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	17	C-BEMI-02	BEMIDJI	GULLY,MN - PLUMMER,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	18	C-DELA-01	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	19	C-DELA-02	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	20	C-DELA-03	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	21	C-PAYN-01	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration

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RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)	(7)
					CHANGE IN BASE PLAN TRAIN COUNT	CHANGE IN TRANSACTION- RELATED TRAIN COUNT INCREASE	CHANGE IN GROWTH PLAN YEAR 3 TRAIN COUNT	CHANGE IN 2019 BASE MGTs	CHANGE IN TRANSACTION- RELATED MGT CHANGE	CHANGE IN GROWTH PLAN YEAR 3 MGTs	EXPLANATION
CP	22	C-PAYN-02	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	0.00	0.00	0.00	-0.03	0.00	-0.03	Recalibration
CP	23	C-PAYN-03	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	0.00	0.00	0.00	-0.03	0.00	-0.03	Recalibration
CP	24	C-PAYN-04	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	0.00	0.00	0.00	-0.03	0.00	-0.03	Recalibration
CP	25	C-MNS-01	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	26	C-MNS-02	MN&S SPUR	ATWOOD,MN - NESBITT,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	27	C-BASS-01	BASS LAKE SPUR	BASS LAKE SPUR (Other)	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	28	C-DULU-01	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	29	C-DULU-02	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	30	C-DULU-03	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	31	C-DULU-04	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	32	C-DULU-05	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	33	B-DULU-01	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	34	B-TWIN-01	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	35	C-STPA-01	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	36	C-WITH-01	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	37	C-WITH-02	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	38	C-MEPA-01	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	39	C-RIVE-01	RIVER	NEWPORT,MN - ST PAUL,MN	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	40	C-RIVE-02	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	0.00	0.00	0.00	-0.03	0.00	-0.03	Recalibration
CP	41	C-SAVA-01	SAVAGE SPUR	SAVAGE SPUR (Other)	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration

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CP	42	C-OWAT-01	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	43	C-OWAT-02	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	44	C-OWAT-03	OWATONNA	RAMSEY,MN - COMUS,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	45	C-TRAC-01	TRACY	WASECA,MN - WEST MANKATO,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	46	C-TRAC-02	TRACY	WEST MANKATO,MN - SANBORN,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	47	C-TRAC-03	TRACY	SANBORN,MN - TRACY,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	48	C-WASE-01	WASECA	ROCHESTER,MN - WASECA,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	49	C-WASE-02	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	50	C-JACK-01	JACKSON	RAMSEY,MN - JACKSON,MN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	51	C-MARQ-01	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	52	C-MARQ-02	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	53	C-MARQ-03	MARQUETTE	SABULA,IA - MARQUETTE,IA	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	54	C-TOMA-01	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	55	C-TOMA-02	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	0.00	0.00	0.00	-0.03	0.00	-0.03	Recalibration
CP	56	C-TOMA-03	TOMAH	NEW LISBON,WI - LA CROSSE,WI	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	57	C-TOMA-04	TOMAH	PORTAGE,WI - NEW LISBON,WI	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	58	C-MP-01	M & P	PORTAGE,WI - MADISON,WI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	59	C-MP-02	M & P	M & P (Other)	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	60	C-WATE-01	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	61	C-WATE-02	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	62	C-WATE-03	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration

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CP	63	C-WATE-04	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	64	C-WATE-05	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	65	C-WATE-06	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	66	C-CM-01	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	67	C-CM-02	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	68	C-CM-03	C&M WEST	RONDOUT,IL - WI/IL C&M,WI	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	69	C-CM-04	C&M	NORTHBROOK,IL - RONDOUT,IL	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	70	C-CM-05	C&M	SHERMER,IL - NORTHBROOK,IL	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	71	C-CM-06	C&M	TOWER A2,IL - SHERMER,IL	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	72	C-CM-07	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	73	C-FOLA-01	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	74	C-SHEL-01	SHELDON	MASON CITY,IA - SHELDON,IA	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	75	C-MACI-01	MASON CITY	MARQUETTE,IA - MASON CITY,IA	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	76	C-CHIC-01	CHICAGO	CHICAGO (Other)	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	77	C-CHIC-02	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	78	C-CHIC-03	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	79	C-ROCK-01	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	80	C-ROCK-02	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	81	C-ELGI-01	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	82	C-ELGI-02	ELGIN	BENSENVILLE,IL - TOWER B12,IL	0.00	0.00	0.00	-0.05	0.00	-0.05	Recalibration

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CP	83	C-ELGI-03	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	84	C-ELGI-04	ELGIN	ELGIN (Other)	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	85	M-CHIC-01	MTP TOWER B17- TOWER A20	MTP TOWER B17-TOWER A20 (Other)	0.00	0.00	0.00	-0.02	0.00	-0.02	Recalibration
CP	86	M-CHIC-02	MTP BRC TRACKS	MTP BRC TRACKS (Other)	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	87	S-CHIC-01	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	88	S-CHIC-02	NS CHICAGO LINE	PORTER,IN - CP 502,IN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	89	S-CHIC-03	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	90	S-CHIC-04	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	91	S-HUNT-01	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	92	S-DETR-01	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	93	S-DETR-02	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	94	S-DETR-03	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	95	C-DAVE-01	DAVENPORT	SABULA,IA - CLINTON,IA	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	96	C-DAVE-02	DAVENPORT	CLINTON,IA - WATER WORKS,IA	2.97	10.00	12.97	4.31	-5.17	-0.86	Previously corrected in Master Segment Table to properly match data for adjacent segment (Water Works-Nahant); Recalibration
CP	97	C-DAVE-03	DAVENPORT	WATER WORKS,IA - NAHANT,IA	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	98	C-NITR-01	NITRIN	EAST MOLINE,IL - CEFFCO,IL	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	99	C-OTTU-01	OTTUMWA	NAHANT,IA - MUSCATINE,IA	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	100	C-OTTU-02	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	101	C-ELDR-01	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	102	C-LARE-01	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration

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CP	103	C-LARE-02	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	104	C-KACI-01	KANSAS CITY NORTH	KANSAS CITY NORTH (Other)	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	105	C-KACI-02	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	106	C-CANA-01	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	107	C-CANA-02	CANADIAN	CPC 38,NY - WHITEHALL,NY	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	108	C-CANA-03	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	0.00	0.00	0.00	-0.01	0.00	-0.01	Recalibration
CP	109	C-CACO-01	CANADIAN CONNECTOR	CANADIAN CONNECTOR (Other)	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	110	C-FRNO-01	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	111	C-FRNO-02	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	112	C-COLO-01	COLONIE	ALBANY,NY - MECHANICVILLE,NY	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	113	C-NEWP-01	NEWPORT	BORDER,PQ - NEWPORT,VT	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	114	C-MOOS-01	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	115	C-BANG-01	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	116	C-ROCL-01	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
CP	117	C-MILL-01	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
KCS	118	K-PITT-01	PITTSBURG	KANSAS CITY,MO - PITTSBURG,KS	1.08	0.00	1.08	-1.17	0.00	-1.17	Routing Correction; Added On-Demand Trains; Recalibration
KCS	119	K-MEXI-01	MEXICO	KANSAS CITY,MO - SLATER,MO	0.29	0.00	0.29	0.33	0.00	0.33	Routing Correction; Added On-Demand Trains; Recalibration
KCS	120	K-MEXI-02	MEXICO	SLATER,MO - MEXICO,MO	0.29	0.00	0.29	0.57	0.00	0.57	Routing Correction; Added On-Demand Trains; Recalibration

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					CHANGE IN BASE PLAN TRAIN COUNT	CHANGE IN TRANSACTION- RELATED TRAIN COUNT INCREASE	CHANGE IN GROWTH PLAN YEAR 3 TRAIN COUNT	CHANGE IN 2019 BASE MGTs	CHANGE IN TRANSACTION- RELATED MGT CHANGE	CHANGE IN GROWTH PLAN YEAR 3 MGTs	EXPLANATION
KCS	121	K-ROOD-01	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	0.28	0.00	0.28	0.63	0.00	0.63	Routing Correction; Added On-Demand Trains; Recalibration
KCS	122	K-SPRI-01	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	0.22	0.00	0.22	0.97	0.00	0.97	Routing Correction; Recalibration
KCS	123	K-SPRI-02	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	0.00	0.00	0.00	0.14	0.00	0.14	Recalibration
KCS	124	K-SPRI-03	SPRINGFIELD	SPRINGFIELD (Other)	0.00	0.00	0.00	0.00	0.00	0.00	Recalibration
KCS	125	K-JACK-01	JACKSONVILLE	MURRAYVILLE,IL - JACKSONVILLE,IL	0.22	0.00	0.22	0.90	0.00	0.90	Routing Correction; Recalibration
KCS	126	K-GODF-01	GODFREY	ROODHOUSE,IL - GODFREY,IL	0.05	0.00	0.05	-0.06	0.00	-0.06	Added On-Demand Trains; Recalibration
KCS	127	K-ESLT-01	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	0.05	0.00	0.05	-0.93	0.00	-0.93	Added On-Demand Trains; Recalibration
KCS	128	K-ESLT-02	EAST ST LOUIS TERMINAL	EAST ST LOUIS TERMINAL (Other)	0.00	0.00	0.00	-0.28	0.00	-0.28	Recalibration
KCS	129	K-HEAV-01	HEAVENER	PITTSBURG,KS - WATTS,OK	1.74	0.00	1.74	4.99	0.00	4.99	Routing Correction; Added On-Demand Trains; Recalibration
KCS	130	K-HEAV-02	HEAVENER	WATTS,OK - POTEAU,OK	1.03	0.00	1.03	2.56	0.00	2.56	Routing Correction; Added On-Demand Trains; Recalibration
KCS	131	K-HEAV-03	HEAVENER	POTEAU,OK - HEAVENER,OK	1.03	0.00	1.03	2.50	0.00	2.50	Routing Correction; Added On-Demand Trains; Recalibration
KCS	132	K-FSB-01	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	0.00	0.00	0.00	-0.21	0.00	-0.21	Recalibration
KCS	133	K-SHRE-01	SHREVEPORT	HEAVENER,OK - DE QUEEN,AR	1.95	0.00	1.95	1.85	0.00	1.85	Routing Correction; Added On-Demand Trains; Recalibration
KCS	134	K-SHRE-02	SHREVEPORT	DE QUEEN,AR - ASHDOWN,AR	1.95	0.00	1.95	0.78	0.00	0.78	Routing Correction; Added On-Demand Trains; Recalibration
KCS	135	K-SHRE-03	SHREVEPORT	ASHDOWN,AR - SHREVEPORT,LA	1.96	0.00	1.96	1.90	0.00	1.90	Routing Correction; Added On-Demand Trains; Recalibration
KCS	136	K-SHRE-04	SHREVEPORT TERMINAL 1	SHREVEPORT TERMINAL 1 (Other)	3.64	0.00	3.64	3.87	0.00	3.87	Routing Correction; Added On-Demand Trains; Recalibration

**APPENDIX S – EXPLANATION OF CHANGES IN SEGMENT-LEVEL TRAIN COUNTS AND DENSITY DATA RELATIVE TO DATA UNDERLYING
OCTOBER 2021 OPERATING PLAN (EXHIBIT 13)**

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)	(7)
					CHANGE IN BASE PLAN TRAIN COUNT	CHANGE IN TRANSACTION- RELATED TRAIN COUNT INCREASE	CHANGE IN GROWTH PLAN YEAR 3 TRAIN COUNT	CHANGE IN 2019 BASE MGTs	CHANGE IN TRANSACTION- RELATED MGT CHANGE	CHANGE IN GROWTH PLAN YEAR 3 MGTs	EXPLANATION
KCS	137	K-SHRE-05	SHREVEPORT TERMINAL 2	SHREVEPORT TERMINAL 2 (Other)	0.54	0.00	0.54	-6.42	0.00	-6.42	Added On-Demand Trains; Recalibration
KCS	138	K-GREE-01	GREENVILLE	GREENVILLE,TX - WYLIE,TX	0.07	0.00	0.07	-1.98	0.00	-1.98	Added On-Demand Trains; Recalibration
KCS	139	K-GREE-02	GREENVILLE	SHREVEPORT,LA - GREENVILLE,TX	0.08	0.00	0.08	-1.84	0.00	-1.84	Added On-Demand Trains; Recalibration
KCS	140	K-ALLI-01	ALLIANCE	ALLIANCE,TX - METRO,TX	0.26	0.00	0.26	0.28	0.00	0.28	Added On-Demand Trains; Recalibration
KCS	141	K-ALLI-02	ALLIANCE	METRO,TX - RENNER,TX	0.26	0.00	0.26	0.22	0.00	0.22	Added On-Demand Trains; Recalibration
KCS	142	K-ALLI-03	ALLIANCE	RENNER,TX - WYLIE,TX	0.26	0.00	0.26	0.16	0.00	0.16	Added On-Demand Trains; Recalibration
KCS	143	K-DALL-01	DALLAS	DALLAS,TX - WYLIE,TX	0.00	0.00	0.00	-0.37	0.00	-0.37	Recalibration
KCS	144	K-WRB-01	WHITE ROCK BRANCH	RENNER,TX - DALLAS,TX	0.00	0.00	0.00	-0.17	0.00	-0.17	Recalibration
KCS	145	K-BEAU-01	BEAUMONT	SHREVEPORT, LA - LEESVILLE,LA	0.58	0.00	0.58	-1.55	0.00	-1.55	Added On-Demand Trains; Recalibration
KCS	146	K-BEAU-02	BEAUMONT	LEESVILLE,LA - DE QUINCY,LA	0.45	0.00	0.45	-1.93	0.00	-1.93	Added On-Demand Trains; Recalibration
KCS	147	K-BEAU-03	BEAUMONT	DE QUINCY,LA - BEAUMONT,TX	0.38	0.00	0.38	-1.49	0.00	-1.49	Added On-Demand Trains; Recalibration
KCS	148	K-BEAU-04	BEAUMONT	BEAUMONT,TX - PORT ARTHUR,TX	0.05	0.00	0.05	-1.81	0.00	-1.81	Added On-Demand Trains; Recalibration
KCS	149	U-BEAU-01	UP BEAUMONT TO ROSENBERG	BEAUMONT TO ROSENBERG	0.05	0.00	0.05	-2.24	0.00	-2.24	Added On-Demand Trains; Recalibration
KCS	150	K-LACH-01	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	0.00	0.00	0.00	-1.02	0.00	-1.02	Recalibration
KCS	151	K-LACH-02	LAKE CHARLES	MOSSVILLE,LA - WEST LAKE, LA	0.00	0.00	0.00	-0.71	0.00	-0.71	Recalibration
KCS	152	K-ROSE-01	ROSENBERG	ROSENBERG,TX - KENDLETON,TX	0.23	0.00	0.23	8.62	0.00	8.62	Routing Correction; Recalibration
KCS	153	K-ROSE-02	ROSENBERG	KENDLETON,TX - VICTORIA,TX	0.23	0.00	0.23	8.91	0.00	8.91	Routing Correction; Recalibration
KCS	154	U-VICT-01	VICTORIA TO ROBSTOWN	VICTORIA,TX - PLACEDO,TX (UP)	0.23	0.00	0.23	-1.20	0.00	-1.20	Routing Correction; Recalibration
KCS	155	U-VICT-02	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - ROBSTOWN,TX	0.23	0.00	0.23	-1.20	0.00	-1.20	Routing Correction; Recalibration
KCS	156	K-LARE-01	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	0.25	0.00	0.25	-2.83	0.00	-2.83	Added On-Demand Trains; Recalibration

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					CHANGE IN BASE PLAN TRAIN COUNT	CHANGE IN TRANSACTION- RELATED TRAIN COUNT INCREASE	CHANGE IN GROWTH PLAN YEAR 3 TRAIN COUNT	CHANGE IN 2019 BASE MGTs	CHANGE IN TRANSACTION- RELATED MGT CHANGE	CHANGE IN GROWTH PLAN YEAR 3 MGTs	EXPLANATION
KCS	157	K-LARE-02	KCS LAREDO	ROBSTOWN,TX - LAREDO,TX	1.73	0.00	1.73	-0.68	0.00	-0.68	Added On-Demand Trains; Recalibration
KCS	158	K-ALEX-01	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	0.96	0.00	0.96	1.97	0.00	1.97	Added On-Demand Trains; Recalibration
KCS	159	K-ALEX-02	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	0.78	0.00	0.78	1.62	0.00	1.62	Added On-Demand Trains; Recalibration
KCS	160	K-NEWO-01	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	0.86	0.00	0.86	-0.56	0.00	-0.56	Added On-Demand Trains; Recalibration
KCS	161	K-NEWO-02	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	0.13	0.00	0.13	-1.81	0.00	-1.81	Added On-Demand Trains; Recalibration
KCS	162	K-VICK-01	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	0.31	0.00	0.31	-4.61	0.00	-4.61	Added On-Demand Trains; Recalibration
KCS	163	K-VICK-02	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	0.34	0.00	0.34	-4.21	0.00	-4.21	Added On-Demand Trains; Recalibration
KCS	164	K-VICK-03	VICKSBURG	GIBSLAND,LA - MONROE,LA	0.26	0.00	0.26	-4.74	0.00	-4.74	Added On-Demand Trains; Recalibration
KCS	165	K-VICK-04	VICKSBURG	MONROE,LA - VICKSBURG,MS	0.09	0.00	0.09	-4.23	0.00	-4.23	Added On-Demand Trains; Recalibration
KCS	166	K-MERD-01	MERIDIAN	VICKSBURG,MS - JACKSON,MS	0.10	0.00	0.10	-4.38	0.00	-4.38	Added On-Demand Trains; Recalibration
KCS	167	K-MERD-02	MERIDIAN	JACKSON,MS - NEWTON,MS	0.91	0.00	0.91	-1.82	0.00	-1.82	Added On-Demand Trains; Recalibration
KCS	168	K-MERD-03	MERIDIAN	NEWTON,MS - MERIDIAN,MS	0.91	0.00	0.91	-1.26	0.00	-1.26	Added On-Demand Trains; Recalibration
KCS	169	K-ARTE-01	ARTESIA	MERIDIAN,MS - ARTESIA,MS	0.91	0.00	0.91	2.49	0.00	2.49	Added On-Demand Trains; Recalibration
KCS	170	K-ARTE-02	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	0.00	0.00	0.00	-0.70	0.00	-0.70	Recalibration
KCS	171	K-ARTE-03	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	0.00	0.00	0.00	-0.61	0.00	-0.61	Recalibration
KCS	172	K-ARTE-04	ARTESIA	TUPELO,MS - CORINTH,MS	0.00	0.00	0.00	-0.49	0.00	-0.49	Recalibration
KCS	173	K-TUSC-01	TUSCALOOSA	TUSCALOOSA (Other)	0.00	0.00	0.00	-0.17	0.00	-0.17	Recalibration
KCS	174	K-ABER-01	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	0.00	0.00	0.00	-0.30	0.00	-0.30	Recalibration
KCS	175	K-COUN-01	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	0.00	0.00	0.00	-0.26	0.00	-0.26	Recalibration
KCS	176	K-COUN-02	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	0.00	0.00	0.00	-0.21	0.00	-0.21	Recalibration

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					CHANGE IN BASE PLAN TRAIN COUNT	CHANGE IN TRANSACTION- RELATED TRAIN COUNT INCREASE	CHANGE IN GROWTH PLAN YEAR 3 TRAIN COUNT	CHANGE IN 2019 BASE MGTs	CHANGE IN TRANSACTION- RELATED MGT CHANGE	CHANGE IN GROWTH PLAN YEAR 3 MGTs	EXPLANATION
KCS	177	K-GULF-01	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	0.02	0.00	0.02	-0.07	0.00	-0.07	Added On-Demand Trains; Recalibration
KCS	178	K-GULF-02	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	0.02	0.00	0.02	-0.41	0.00	-0.41	Added On-Demand Trains; Recalibration

AMENDED OPERATING PLAN APPENDIX T
AMENDED MASTER SEGMENT TABLE

Segment									
Segment Number	Code	Subdivision	Segment Name	Segment Begin MP	Segment Begin Station	Segment End MP	Segment End Station	Segment Length (Miles)	Notes
1	C-PORT-01	PORTAL	FLAXTON,ND - PORTAL,ND	539.6	FLAXTON	550.2	PORTAL	10.6	
2	C-PORT-02	PORTAL	KENMARE,ND - FLAXTON,ND	518.8	KENMARE	539.6	FLAXTON	20.8	
3	C-PORT-03	PORTAL	DRAKE,ND - KENMARE,ND	419.6	DRAKE	518.8	KENMARE	99.2	
4	C-PORT-04	PORTAL	HARVEY,ND - DRAKE,ND	395.8	HARVEY	419.6	DRAKE	23.8	
5	C-LIGN-01	LIGNITE	FLAXTON,ND - STAMPEDE,ND	539.6	FLAXTON	556.9	STAMPEDE	17.3	
6	C-NEWT-01	NEWTOWN	DRAKE,ND - MAX,ND	418.5	DRAKE	466.7	MAX	48.2	
7	C-NEWT-02	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	466.7	MAX	498.3	PRAIRIE JCT	31.6	
8	C-NEWT-03	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	498.3	PRAIRIE JCT	529.5	NEW TOWN	31.2	
9	C-CARR-01	CARRINGTON	ENDERLIN,ND - HARVEY,ND	256.2	ENDERLIN	395.8	HARVEY	139.6	
10	C-ELLA-01	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	205.6	HANKINSON	253.6	ENDERLIN	48.0	
11	C-ELLA-02	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	195.6	VEBLEN JCT	205.6	HANKINSON	10.0	
12	C-ELLA-03	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	189.3	ND/MN ELBOW LAKE	195.6	VEBLEN JCT	6.4	
13	C-ELLA-04	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	119.7	GLENWOOD	189.3	ND/MN ELBOW LAKE	69.6	
14	C-VEBL-01	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	194.5	VEBLEN JCT	203.1	SD/ND VEBLEN	8.6	
15	C-VEBL-02	VEBLEN	SD/ND B,SD - ROSHOLT,SD	203.1	SD/ND VEBLEN	208.8	ROSHOLT	5.7	
16	C-NOVE-01	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	310.0	THIEF RIVER FALLS	386.6	EMERSON	76.6	
17	C-BEMI-02	BEMIDJI	GULLY,MN - PLUMMER,MN	411.5	GULLY	433.8	PLUMMER	22.3	
18	C-DELA-01	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	290.9	PLUMMER	310.0	THIEF RIVER IMS	19.1	
19	C-DELA-02	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	213.9	DETROIT LAKES	290.9	PLUMMER	77.0	
20	C-DELA-03	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	121.6	GLENWOOD	213.9	DETROIT LAKES	92.3	
21	C-PAYN-01	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	104.3	BROOTEN	119.7	GLENWOOD	15.4	
22	C-PAYN-02	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	7.2	MPLS MN&S JCT	104.3	BROOTEN	97.1	
23	C-PAYN-03	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	3.1	CAMDEN PLACE	7.2	MPLS MN&S JCT	4.1	
24	C-PAYN-04	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	2.0	UNIVERSITY AVE	3.1	CAMDEN PLACE	1.1	
25	C-MNS-01	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	7.2	MPLS MN&S JCT	16.3	ST LOUIS PARK	9.1	
26	C-MNS-02	MN&S SPUR	ATWOOD,MN - NESBITT,MN	16.3	ST LOUIS PARK	25.7	AUTO CLUB YARD	9.4	
27	C-BASS-01	BASS LAKE SPUR	BASS LAKE SPUR (Other)	428.3	BASS LAKE	435.0	TOWER E 14	6.7	
28	C-DULU-01	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	152.5	POKEGAMA	152.8	CENTRAL AVE	0.3	
29	C-DULU-02	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	152.8	CENTRAL AVE	157.1	SUPERIOR 12 STREET JCT	4.3	
30	C-DULU-03	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	157.1	SUPERIOR 12TH STREET JCT	157.4	SUPERIOR	0.3	
31	C-DULU-04	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	157.4	SUPERIOR	159.3	WI/MN DULUTH/SUPERIOR	1.9	
32	C-DULU-05	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	159.3	WI/MN DULUTH/SUPERIOR	165.2	DULUTH	5.9	
33	B-DULU-01	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	445.5	NORTHTOWN	577.7	BOYLSTON	132.2	1.0
34	B-TWIN-01	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	428.0	ST PAUL YARD	445.5	NORTHTOWN	17.5	2.0
35	C-STPA-01	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	11.8	CARDIGAN JCT	17.1	STP SOO JCT	5.3	
36	C-WITH-01	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	1.5	MPLS SHOREHAM	8.4	CARDIGAN JCT	6.9	3.0
37	C-WITH-02	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	8.4	CARDIGAN JCT	20.7	WITHROW	12.3	3.0
38	C-MEPA-01	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	409.0	HOFFMAN ST PAUL	412.0	FORDSON JCT	3.0	
39	C-RIVE-01	RIVER	NEWPORT,MN - ST PAUL,MN	402.5	NEWPORT	407.4	MINNEAPOLIS	4.9	4.0
40	C-RIVE-02	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	288.0	RIVER JCT	402.5	NEWPORT	114.5	4., 5.
41	C-SAVA-01	SAVAGE SPUR	SAVAGE SPUR (Other)	27.4	PORT CARGILL	53.8	NORTHFIELD	26.4	
42	C-OWAT-01	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	0.0	MASON CITY	28.4	IA/MN OWATONNA	28.4	
43	C-OWAT-02	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	28.4	IA/MN OWATONNA	72.5	RAMSEY	44.1	
44	C-OWAT-03	OWATONNA	RAMSEY,MN - COMUS,MN	72.5	RAMSEY	123.8	COMUS	51.3	6.0
45	C-TRAC-01	TRACY	WASECA,MN - WEST MANKATO,MN	102.5	WASECA	129.6	WEST MANKATO	27.1	
46	C-TRAC-02	TRACY	WEST MANKATO,MN - SANBORN,MN	129.6	WEST MANKATO	201.7	SANBORN	72.1	
47	C-TRAC-03	TRACY	SANBORN,MN - TRACY,MN	201.7	SANBORN	226.6	TRACY	24.9	
48	C-WASE-01	WASECA	ROCHESTER,MN - WASECA,MN	49.3	ROCHESTER	102.5	WASECA	53.2	
49	C-WASE-02	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	6.4	MINNESOTA CITY	49.3	ROCHESTER	42.9	
50	C-JACK-01	JACKSON	RAMSEY,MN - JACKSON,MN	42.9	RAMSEY	148.0	JACKSON	105.1	
51	C-MARQ-01	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	136.5	MN/IA MARQUETTE	159.0	RIVER JCT	22.5	
52	C-MARQ-02	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	98.0	MARQUETTE	136.5	MN/IA MARQUETTE	38.5	
53	C-MARQ-03	MARQUETTE	SABULA,IA - MARQUETTE,IA	0.0	SABULA JCT	98.0	MARQUETTE	98.0	7.0
54	C-TOMA-01	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	283.8	BRIDGE SWITCH	288.1	RIVER JCT WEST	4.3	5.0
55	C-TOMA-02	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	281.2	LA CROSSE	283.8	BRIDGE SWITCH	2.6	5.0
56	C-TOMA-03	TOMAH	NEW LISBON,WI - LA CROSSE,WI	221.2	NEW LISBON	281.2	LA CROSSE	60.0	5.0
57	C-TOMA-04	TOMAH	PORTAGE,WI - NEW LISBON,WI	180.4	PORTAGE	221.2	NEW LISBON	40.8	
58	C-MP-01	M & P	PORTAGE,WI - MADISON,WI	0.0	PORTAGE JUNCTION	30.2	MADISON	30.2	
59	C-MP-02	M & P	M & P (Other)	30.2	MADISON	31.6	NORTH MADISON	1.4	
60	C-WATE-01	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	176.9	PORTAGE JUNCTION	180.4	PORTAGE	3.5	
61	C-WATE-02	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	133.7	WATERTOWN	176.9	PORTAGE JUNCTION	43.2	
62	C-WATE-03	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	102.1	DUPLAINVILLE	133.7	WATERTOWN	31.6	
63	C-WATE-04	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	99.4	BROOKFIELD	102.1	DUPLAINVILLE	2.7	
64	C-WATE-05	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	88.2	GRAND AVE	99.4	BROOKFIELD	11.2	
65	C-WATE-06	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	87.1	CUTOFF	88.2	GRAND AVE	1.1	
66	C-CM-01	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	62.0	STURTEVANT	87.1	CUTOFF	25.1	
67	C-CM-02	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	47.4	WI/IL C&M	62.0	STURTEVANT	14.6	

Segment				Trains Per Day				
Segment Number	Code	Subdivision	Segment Name	Base	Organic Growth	2027 No Merger	Merger Related Growth	2027 With Merger
1	C-PORT-01	PORTAL	FLAXTON,ND - PORTAL,ND	9.92	0.41	10.33	0.78	11.11
2	C-PORT-02	PORTAL	KENMARE,ND - FLAXTON,ND	9.92	0.41	10.33	0.78	11.11
3	C-PORT-03	PORTAL	DRAKE,ND - KENMARE,ND	9.92	0.41	10.33	0.78	11.11
4	C-PORT-04	PORTAL	HARVEY,ND - DRAKE,ND	10.64	0.41	11.05	0.78	11.83
5	C-LIGN-01	LIGNITE	FLAXTON,ND - STAMPEDE,ND	2.29	0.00	2.29	0.00	2.29
6	C-NEWT-01	NEWTOWN	DRAKE,ND - MAX,ND	2.13	0.10	2.23	0.00	2.23
7	C-NEWT-02	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	1.13	0.10	1.23	0.00	1.23
8	C-NEWT-03	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	1.13	0.10	1.23	0.00	1.23
9	C-CARR-01	CARRINGTON	ENDERLIN,ND - HARVEY,ND	10.09	0.59	10.68	0.78	11.46
10	C-ELLA-01	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	9.40	0.49	9.89	0.89	10.78
11	C-ELLA-02	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	9.69	0.49	10.18	0.89	11.08
12	C-ELLA-03	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	9.41	0.49	9.90	0.89	10.80
13	C-ELLA-04	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	9.40	0.49	9.89	0.89	10.78
14	C-VEBL-01	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	0.29	0.00	0.29	0.00	0.29
15	C-VEBL-02	VEBLEN	SD/ND B,SD - ROSHOLT,SD	0.29	0.00	0.29	0.00	0.29
16	C-NOYE-01	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	3.21	0.28	3.49	2.47	5.96
17	C-BEMI-02	BEMIDJI	GULLY,MN - PLUMMER,MN	0.29	0.00	0.29	0.00	0.29
18	C-DELA-01	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	4.26	0.26	4.52	2.58	7.11
19	C-DELA-02	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	4.26	0.26	4.52	2.58	7.11
20	C-DELA-03	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	4.26	0.26	4.52	2.58	7.11
21	C-PAYN-01	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	13.37	0.92	14.29	3.59	17.88
22	C-PAYN-02	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	13.36	0.92	14.28	3.59	17.87
23	C-PAYN-03	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	19.02	0.94	19.96	3.59	23.55
24	C-PAYN-04	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	17.55	0.93	18.48	3.59	22.07
25	C-MNS-01	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	0.86	0.00	0.86	0.00	0.86
26	C-MNS-02	MN&S SPUR	ATWOOD,MN - NESBITT,MN	0.43	0.00	0.43	0.00	0.43
27	C-BASS-01	BASS LAKE SPUR	BASS LAKE SPUR (Other)	0.43	0.00	0.43	0.00	0.43
28	C-DULU-01	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	0.37	0.02	0.39	0.00	0.39
29	C-DULU-02	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	0.65	0.02	0.67	0.00	0.67
30	C-DULU-03	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	1.57	0.00	1.57	0.00	1.57
31	C-DULU-04	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	1.00	0.00	1.00	0.00	1.00
32	C-DULU-05	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	1.00	0.00	1.00	0.00	1.00
33	B-DULU-01	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	0.65	0.02	0.67	0.00	0.67
34	B-TWIN-01	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	16.66	0.85	17.51	5.59	23.10
35	C-STPA-01	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	1.00	0.00	1.00	0.00	1.00
36	C-WITH-01	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	3.00	0.00	3.00	0.00	3.00
37	C-WITH-02	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	1.00	0.00	1.00	0.00	1.00
38	C-MEPA-01	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	1.00	0.00	1.00	3.59	4.59
39	C-RIVE-01	RIVER	NEWPORT,MN - ST PAUL,MN	13.66	0.85	14.51	4.59	19.10
40	C-RIVE-02	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	16.16	0.90	17.06	6.00	23.06
41	C-SAVA-01	SAVAGE SPUR	SAVAGE SPUR (Other)	1.00	0.00	1.00	0.00	1.00
42	C-OWAT-01	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	1.00	0.00	1.00	0.00	1.00
43	C-OWAT-02	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	1.71	0.00	1.71	0.00	1.71
44	C-OWAT-03	OWATONNA	RAMSEY,MN - COMUS,MN	1.29	0.00	1.29	0.00	1.29
45	C-TRAC-01	TRACY	WASECA,MN - WEST MANKATO,MN	3.09	0.02	3.11	0.41	3.52
46	C-TRAC-02	TRACY	WEST MANKATO,MN - SANBORN,MN	3.09	0.02	3.11	0.41	3.52
47	C-TRAC-03	TRACY	SANBORN,MN - TRACY,MN	2.95	0.02	2.97	0.41	3.38
48	C-WASE-01	WASECA	ROCHESTER,MN - WASECA,MN	2.96	0.12	3.08	0.41	3.49
49	C-WASE-02	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	2.39	0.12	2.51	0.41	2.92
50	C-JACK-01	JACKSON	RAMSEY,MN - JACKSON,MN	0.71	0.00	0.71	0.00	0.71
51	C-MARQ-01	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	4.66	0.62	5.28	6.00	11.28
52	C-MARQ-02	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	4.66	0.62	5.28	6.00	11.28
53	C-MARQ-03	MARQUETTE	SABULA,IA - MARQUETTE,IA	10.70	0.86	11.56	6.40	17.97
54	C-TOMA-01	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	8.86	0.83	9.69	0.00	9.69
55	C-TOMA-02	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	17.09	1.42	18.51	0.00	18.51
56	C-TOMA-03	TOMAH	NEW LISBON,WI - LA CROSSE,WI	13.90	1.28	15.18	0.00	15.18
57	C-TOMA-04	TOMAH	PORTAGE,WI - NEW LISBON,WI	13.76	1.28	15.04	0.00	15.04
58	C-MP-01	M & P	PORTAGE,WI - MADISON,WI	2.72	0.33	3.05	0.00	3.05
59	C-MP-02	M & P	M & P (Other)	0.43	0.00	0.43	0.00	0.43
60	C-WATE-01	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	7.78	0.88	8.66	0.00	8.66
61	C-WATE-02	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	11.49	0.88	12.37	0.00	12.37
62	C-WATE-03	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	11.49	0.88	12.37	0.00	12.37
63	C-WATE-04	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	11.49	0.88	12.37	0.00	12.37
64	C-WATE-05	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	12.64	0.88	13.52	0.00	13.52
65	C-WATE-06	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	8.91	0.88	9.79	0.00	9.79
66	C-CM-01	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	12.96	0.86	13.82	0.00	13.82
67	C-CM-02	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	11.81	0.86	12.67	0.00	12.67

Segment				Tonnage - Million Gross Tons per Mile per Year (mGTs)					
Segment Number	Code	Subdivision	Segment Name	Base	Organic Growth	2027 No Merger	Merger Related Growth	Merger Related Growth Percentage	2027 With Merger
1	C-PORT-01	PORTAL	FLAXTON,ND - PORTAL,ND	33.42	10.11	43.53	4.44	10.2	47.98
2	C-PORT-02	PORTAL	KENMARE,ND - FLAXTON,ND	32.60	9.86	42.45	4.33	10.2	46.79
3	C-PORT-03	PORTAL	DRAKE,ND - KENMARE,ND	29.95	9.00	38.96	3.33	8.6	42.29
4	C-PORT-04	PORTAL	HARVEY,ND - DRAKE,ND	30.92	9.29	40.20	3.23	8.0	43.43
5	C-LIGN-01	LIGNITE	FLAXTON,ND - STAMPEDE,ND	6.38	1.84	8.22	0.00	0.0	8.22
6	C-NEWT-01	NEWTOWN	DRAKE,ND - MAX,ND	4.05	1.18	5.23	0.00	0.0	5.23
7	C-NEWT-02	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	2.15	0.65	2.79	0.00	0.0	2.79
8	C-NEWT-03	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	3.17	0.93	4.10	0.00	0.0	4.10
9	C-CARR-01	CARRINGTON	ENDERLIN,ND - HARVEY,ND	33.92	10.25	44.17	3.93	8.9	48.10
10	C-ELLA-01	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	31.87	9.63	41.50	4.18	10.1	45.68
11	C-ELLA-02	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	31.38	9.49	40.87	3.85	9.4	44.72
12	C-ELLA-03	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	32.14	9.71	41.85	3.97	9.5	45.82
13	C-ELLA-04	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	33.00	9.98	42.99	4.04	9.4	47.03
14	C-VEBL-01	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	0.21	0.06	0.27	0.00	0.0	0.27
15	C-VEBL-02	VEBLEN	SD/ND B,SD - ROSHOLT,SD	0.22	0.07	0.28	0.00	0.0	0.28
16	C-NOYE-01	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	13.27	4.37	17.64	7.03	39.9	24.68
17	C-BEMI-02	BEMIDJI	GULLY,MN - PLUMMER,MN	0.29	0.14	0.43	0.00	0.0	0.43
18	C-DELA-01	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	15.10	4.92	20.02	7.69	38.4	27.70
19	C-DELA-02	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	14.46	4.72	19.18	7.12	37.1	26.30
20	C-DELA-03	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	14.72	4.81	19.52	7.25	37.1	26.77
21	C-PAYN-01	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	48.33	15.03	63.36	11.83	18.7	75.19
22	C-PAYN-02	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	49.15	15.31	64.46	12.12	18.8	76.58
23	C-PAYN-03	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	60.94	18.92	79.86	14.46	18.1	94.32
24	C-PAYN-04	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	49.72	15.42	65.14	11.80	18.1	76.94
25	C-MNS-01	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	0.88	0.25	1.13	0.07	6.1	1.20
26	C-MNS-02	MN&S SPUR	ATWOOD,MN - NESBITT,MN	0.49	0.14	0.63	0.00	0.0	0.63
27	C-BASS-01	BASS LAKE SPUR	BASS LAKE SPUR (Other)	1.37	0.81	2.19	0.00	0.0	2.19
28	C-DULU-01	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	0.83	0.24	1.07	0.00	0.0	1.07
29	C-DULU-02	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	1.46	0.42	1.89	0.00	0.0	1.89
30	C-DULU-03	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	3.54	1.04	4.57	0.00	0.0	4.57
31	C-DULU-04	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	2.25	0.66	2.91	0.00	0.0	2.91
32	C-DULU-05	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	0.85	0.25	1.10	0.00	0.0	1.10
33	B-DULU-01	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	2.08	0.60	2.68	0.00	0.0	2.68
34	B-TWIN-01	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	51.60	16.13	67.73	14.64	21.6	82.37
35	C-STPA-01	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	0.35	0.02	0.37	0.00	0.0	0.37
36	C-WITH-01	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	2.35	0.71	3.06	0.19	6.1	3.24
37	C-WITH-02	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	0.16	0.04	0.21	0.00	0.0	0.21
38	C-MEPA-01	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	3.08	0.87	3.94	0.00	0.0	3.94
39	C-RIVE-01	RIVER	NEWPORT,MN - ST PAUL,MN	40.26	12.50	52.76	9.81	18.6	62.57
40	C-RIVE-02	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	52.34	16.27	68.62	13.25	19.3	81.87
41	C-SAVA-01	SAVAGE SPUR	SAVAGE SPUR (Other)	3.20	0.68	3.88	0.00	0.0	3.88
42	C-OWAT-01	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	1.50	0.44	1.95	0.07	3.6	2.02
43	C-OWAT-02	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	2.35	0.67	3.01	0.00	0.0	3.01
44	C-OWAT-03	OWATONNA	RAMSEY,MN - COMUS,MN	1.29	0.33	1.62	0.00	0.0	1.62
45	C-TRAC-01	TRACY	WASECA,MN - WEST MANKATO,MN	7.24	2.20	9.43	1.54	16.3	10.98
46	C-TRAC-02	TRACY	WEST MANKATO,MN - SANBORN,MN	6.76	2.11	8.86	1.90	21.4	10.76
47	C-TRAC-03	TRACY	SANBORN,MN - TRACY,MN	7.57	2.35	9.91	2.50	25.2	12.41
48	C-WASE-01	WASECA	ROCHESTER,MN - WASECA,MN	7.39	2.26	9.65	1.23	12.7	10.88
49	C-WASE-02	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	7.59	2.35	9.94	1.46	14.7	11.40
50	C-JACK-01	JACKSON	RAMSEY,MN - JACKSON,MN	0.97	0.24	1.20	0.00	0.0	1.20
51	C-MARQ-01	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	13.05	4.65	17.69	11.65	65.8	29.34
52	C-MARQ-02	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	16.37	5.83	22.21	14.62	65.8	36.82
53	C-MARQ-03	MARQUETTE	SABULA,IA - MARQUETTE,IA	29.17	9.72	38.89	16.08	41.3	54.97
54	C-TOMA-01	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	28.20	8.45	36.65	0.21	0.6	36.86
55	C-TOMA-02	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	51.74	15.45	67.19	0.51	0.8	67.70
56	C-TOMA-03	TOMAH	NEW LISBON,WI - LA CROSSE,WI	44.45	13.29	57.74	0.51	0.9	58.24
57	C-TOMA-04	TOMAH	PORTAGE,WI - NEW LISBON,WI	48.07	14.37	62.45	0.68	1.1	63.12
58	C-MP-01	M & P	PORTAGE,WI - MADISON,WI	2.14	0.65	2.78	0.00	0.0	2.78
59	C-MP-02	M & P	M & P (Other)	0.20	0.05	0.25	0.01	4.8	0.26
60	C-WATE-01	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	21.53	6.46	28.00	0.25	0.9	28.25
61	C-WATE-02	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	36.01	10.73	46.74	0.52	1.1	47.26
62	C-WATE-03	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	36.01	10.73	46.74	0.66	1.4	47.40
63	C-WATE-04	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	36.01	10.73	46.74	0.66	1.4	47.40
64	C-WATE-05	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	39.61	11.80	51.42	0.72	1.4	52.14
65	C-WATE-06	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	27.92	8.41	36.34	0.47	1.3	36.81
66	C-CM-01	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	38.88	11.57	50.44	0.81	1.6	51.25
67	C-CM-02	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	36.11	10.78	46.89	0.77	1.6	47.66

Segment				Total and Hazardous Material Carloads Per Year									
Segment Number	Code	Subdivision	Segment Name	Base Total Carloads	Base Hazmat Carloads	Organic Growth Total Carloads	Organic Growth Hazmat Carloads	2027 No Merger Total Carloads	2027 No Merger Hazmat Carloads	Merger Related Growth Total Carloads	Merger Related Growth Hazmat Carloads	2027 With Merger Total Carloads	2027 With Merger Hazmat Carloads
1	C-PORT-01	PORTAL	FLAXTON,ND - PORTAL,ND	465,630	126,707	122,926	33,451	588,556	160,157	55,976	39,030	644,533	199,188
2	C-PORT-02	PORTAL	KENMARE,ND - FLAXTON,ND	465,630	126,707	122,926	33,451	588,556	160,157	55,976	39,030	644,533	199,188
3	C-PORT-03	PORTAL	DRAKE,ND - KENMARE,ND	565,888	138,322	149,394	36,517	715,282	174,838	56,309	39,210	771,591	214,048
4	C-PORT-04	PORTAL	HARVEY,ND - DRAKE,ND	607,393	148,881	160,352	39,304	767,745	188,185	56,516	39,381	824,261	227,566
5	C-LIGN-01	LIGNITE	FLAXTON,ND - STAMPEDE,ND	20,740	0	5,475	0	26,215	0	0	0	26,215	0
6	C-NEWT-01	NEWTOWN	DRAKE,ND - MAX,ND	110,838	29,730	29,261	7,849	140,099	37,579	0	0	140,099	37,579
7	C-NEWT-02	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	53,559	17,620	14,140	4,652	67,699	22,271	0	0	67,699	22,271
8	C-NEWT-03	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	53,311	17,620	14,074	4,652	67,386	22,271	0	0	67,386	22,271
9	C-CARR-01	CARRINGTON	ENDERLIN,ND - HARVEY,ND	544,787	151,476	143,824	39,990	688,611	191,465	56,405	39,346	745,016	230,811
10	C-ELLA-01	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	512,775	102,278	135,372	27,001	648,147	129,280	60,671	39,237	708,818	168,517
11	C-ELLA-02	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	548,283	98,654	144,747	26,045	693,029	124,699	60,725	39,291	753,755	163,990
12	C-ELLA-03	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	543,616	96,660	143,515	25,518	687,130	122,178	60,725	39,291	747,856	161,469
13	C-ELLA-04	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	549,457	96,477	145,057	25,470	694,514	121,948	60,780	39,291	755,294	161,239
14	C-VEBL-01	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	5,162	2,034	1,363	537	6,525	2,570	0	0	6,525	2,570
15	C-VEBL-02	VEBLEN	SD/ND B,SD - ROSHOLT,SD	5,032	2,034	1,328	537	6,360	2,570	0	0	6,360	2,570
16	C-NOVE-01	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	206,335	46,089	54,473	12,168	260,808	58,257	106,023	720	366,831	58,977
17	C-BEMI-02	BEMIDJI	GULLY,MN - PLUMMER,MN	2,151	248	568	65	2,719	313	0	0	2,719	313
18	C-DELA-01	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	224,819	30,882	59,352	8,153	284,171	39,034	110,399	720	394,570	39,754
19	C-DELA-02	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	231,480	30,882	61,111	8,153	292,591	39,034	110,399	720	402,990	39,754
20	C-DELA-03	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	231,520	30,882	61,121	8,153	292,641	39,034	110,399	720	403,039	39,754
21	C-PAYN-01	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	759,450	182,305	200,495	48,128	959,945	230,433	175,661	40,064	1,135,606	270,497
22	C-PAYN-02	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	753,207	180,538	198,847	47,662	952,054	228,200	175,712	40,115	1,127,766	268,316
23	C-PAYN-03	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	785,915	186,165	207,481	49,147	993,396	235,312	176,199	40,351	1,169,596	275,663
24	C-PAYN-04	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	787,054	183,454	207,782	48,431	994,837	231,884	176,248	40,249	1,171,084	272,133
25	C-MNS-01	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	5,827	26	1,538	7	7,365	33	102	102	7,467	135
26	C-MNS-02	MN&S SPUR	ATWOOD,MN - NESBITT,MN	2,086	0	551	0	2,636	0	0	0	2,636	0
27	C-BASS-01	BASS LAKE SPUR	BASS LAKE SPUR (Other)	1,069	0	282	0	1,351	0	0	0	1,351	0
28	C-DULU-01	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	13,990	313	3,693	83	17,683	395	54	26	17,737	422
29	C-DULU-02	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	18,630	886	4,918	234	23,549	1,120	108	79	23,657	1,200
30	C-DULU-03	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	26,880	1,564	7,096	413	33,976	1,977	111	81	34,087	2,058
31	C-DULU-04	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	11,889	678	3,139	179	15,027	857	3	1	15,030	858
32	C-DULU-05	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	11,889	678	3,139	179	15,027	857	3	1	15,030	858
33	B-DULU-01	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	18,630	2,594	4,918	685	23,549	3,279	108	79	23,657	3,358
34	B-TWIN-01	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	798,347	107,480	210,764	28,375	1,009,111	135,854	215,405	43,571	1,224,516	179,425
35	C-STPA-01	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	1,134	443	299	117	1,434	560	30	15	1,464	575
36	C-WITH-01	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	43,618	469	11,515	124	55,133	593	3,098	15	58,230	608
37	C-WITH-02	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	1,916	443	506	117	2,422	560	30	15	2,453	575
38	C-MEPA-01	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	8,929	0	2,357	0	11,287	0	0	32,682	11,287	32,682
39	C-RIVE-01	RIVER	NEWPORT,MN - ST PAUL,MN	712,442	190,295	188,085	50,238	900,527	240,533	163,694	31,456	1,064,221	271,989
40	C-RIVE-02	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	854,568	200,798	225,606	53,011	1,080,175	253,809	204,885	41,014	1,285,060	294,823
41	C-SAVA-01	SAVAGE SPUR	SAVAGE SPUR (Other)	2,646	0	699	0	3,345	0	0	0	3,345	0
42	C-OWAT-01	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	10,572	300	2,791	79	13,363	379	19	9	13,382	388
43	C-OWAT-02	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	15,812	378	4,174	100	19,987	478	37	19	20,024	497
44	C-OWAT-03	OWATONNA	RAMSEY,MN - COMUS,MN	8,056	209	2,127	55	10,183	264	19	9	10,202	273
45	C-TRAC-01	TRACY	WASECA,MN - WEST MANKATO,MN	70,602	6,708	18,639	1,771	89,241	8,479	15,802	111	105,043	8,589
46	C-TRAC-02	TRACY	WEST MANKATO,MN - SANBORN,MN	58,922	5,306	15,555	1,401	74,478	6,707	15,830	125	90,308	6,832
47	C-TRAC-03	TRACY	SANBORN,MN - TRACY,MN	49,732	3,247	13,129	857	62,861	4,104	15,717	68	78,578	4,172
48	C-WASE-01	WASECA	ROCHESTER,MN - WASECA,MN	102,298	6,570	27,007	1,734	129,305	8,304	15,773	97	145,078	8,401
49	C-WASE-02	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	87,737	5,488	23,163	1,449	110,900	6,937	15,773	97	126,673	7,034
50	C-JACK-01	JACKSON	RAMSEY,MN - JACKSON,MN	6,257	0	1,652	0	7,909	0	0	0	7,909	0
51	C-MARQ-01	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	228,300	71,079	60,271	18,765	288,572	89,844	198,951	40,810	487,522	130,654
52	C-MARQ-02	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	228,300	71,079	60,271	18,765	288,572	89,844	198,951	40,810	487,522	130,654
53	C-MARQ-03	MARQUETTE	SABULA,IA - MARQUETTE,IA	404,729	129,465	106,848	34,179	511,577	163,644	215,822	41,668	727,400	205,312
54	C-TOMA-01	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	419,450	131,449	110,735	34,703	530,185	166,152	-1,163	112	529,022	166,264
55	C-TOMA-02	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	766,121	229,176	202,256	60,502	968,377	289,679	-1,032	242	967,344	289,921
56	C-TOMA-03	TOMAH	NEW LISBON,WI - LA CROSSE,WI	692,527	74,708	182,827	19,723	875,354	94,431	367	85	875,721	94,516
57	C-TOMA-04	TOMAH	PORTAGE,WI - NEW LISBON,WI	684,601	75,255	180,735	19,867	865,336	95,123	2,132	53	867,467	95,176
58	C-MP-01	M & P	PORTAGE,WI - MADISON,WI	78,112	35,958	20,622	9,493	98,734	45,451	163	28	98,897	45,479
59	C-MP-02	M & P	M & P (Other)	7,587	2,920	2,003	771	9,590	3,691	124	9	9,714	3,700
60	C-WATE-01	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	419,109	41,493	110,645	10,954	529,754	52,447	421	46	530,175	52,493
61	C-WATE-02	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	597,907	73,495	157,848	19,403	755,755	92,898	2,372	63	758,126	92,961
62	C-WATE-03	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	601,857	73,756	158,890	19,472	760,747	93,228	4,283	129	765,030	93,357
63	C-WATE-04	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	599,876	73,743	158,367	19,468	758,243	93,211	4,273	119	762,516	93,331
64	C-WATE-05	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	605,038	74,369	159,730	19,633	764,768	94,002	4,273	119	769,041	94,122
65	C-WATE-06	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	359,146	34,114	94,815	9,006	453,961	43,121	1,952	17	455,913	43,138
66	C-CM-01	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	628,256	163,672	165,860	43,209	794,116	206,881	6,225	323	800,341	207,204
67	C-CM-02	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	601,103	159,891	158,691	42,211	759,794	202,102	6,221	321	766,015	202,424

Segment									
Segment Number	Code	Subdivision	Segment Name	Segment Begin MP	Segment Begin Station	Segment End MP	Segment End Station	Segment Length (Miles)	Notes
68	C-CM-03	C&M WEST	RONDOUT, IL - WI/IL C&M,WI	32.3	RONDOUT	47.4	WI/IL C&M	15.1	
69	C-CM-04	C&M	NORTHBROOK,IL - RONDOUT,IL	21.1	NORTHBROOK	32.3	RONDOUT	11.2	
70	C-CM-05	C&M	SHERMER,IL - NORTHBROOK,IL	20.5	TOWER A20	21.1	NORTHBROOK	0.6	8
71	C-CM-06	C&M	TOWER A2,IL - SHERMER,IL	0.0	CHGO UNION STATION	20.5	TOWER A20	20.5	
72	C-CM-07	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	0.0	WAXDALE	1.3	STURTEVANT	1.3	
73	C-FOLA-01	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	32.3	RONDOUT	49.5	FOX LAKE	17.2	
74	C-SHEL-01	SHELDON	MASON CITY,IA - SHELDON,IA	116.7	MASON CITY	252.4	SHELDON	135.7	
75	C-MACI-01	MASON CITY	MARQUETTE,IA - MASON CITY,IA	0.0	MARQUETTE	116.7	MASON CITY	116.7	
76	C-CHIC-01	CHICAGO	CHICAGO (Other)	140.5	SABULA DRAWBRIDGE	141.2	LAKE	0.7	
77	C-CHIC-02	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	79.0	DAVIS JCT	140.5	SABULA DRAWBRIDGE	61.5	
78	C-CHIC-03	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	40.3	RANDALL ROAD	79.0	DAVIS JCT	38.7	
79	C-ROCK-01	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	0.0	DAVIS JCT	30.9	STATE LINE	30.9	
80	C-ROCK-02	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	30.9	STATE LINE	45.8	JANESVILLE	14.9	
81	C-ELGI-01	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	17.3	BENSENVILLE METRA	40.3	RANDALL ROAD	23.0	
82	C-ELGI-02	ELGIN	BENSENVILLE,IL - TOWER B12,IL	12.7	TOWER B12	17.3	BENSENVILLE METRA	4.6	
83	C-ELGI-03	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	6.4	CRAGIN JCT	12.7	TOWER B12	6.3	9.0
84	C-ELGI-04	ELGIN	ELGIN (Other)	5.4	NORTH AVE	6.4	CRAGIN JUNCTION	1.0	
85	M-CHIC-01	MTP TOWER B17-TOWER A20	MTP TOWER B17-TOWER A20 (Other)	17.0	TOWER B17	20.5	TOWER A20	3.5	10.0
86	M-CHIC-02	MTP BRC TRACKS	MTP BRC TRACKS (Other)	4.5	IL/IN BURNHAM/GIB	30.0	CRAGIN JUNCTION	25.5	10
87	S-CHIC-01	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	502.8	CP 502	509.7	ROCK ISLAND JCT	6.9	10
88	S-CHIC-02	NS CHICAGO LINE	PORTER,IN - CP 502,IN	482.0	PORTER	502.8	CP 502	20.8	10
89	S-CHIC-03	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	421.6	ELKHART	482.0	PORTER	60.4	10
90	S-CHIC-04	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	358.5	BUTLER	421.6	ELKHART	63.1	10
91	S-HUNT-01	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	97.4	MONTPELIER	109.3	OH/IN NSHUNTINGTON	11.9	10
92	S-DETR-01	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	80.4	MI/OH NSDETROIT	97.4	MONTPELIER	17.0	10
93	S-DETR-02	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	37.4	MILAN	80.4	MI/OH NSDETROIT	43.0	10
94	S-DETR-03	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	6.4	OAKWOOD	37.4	MILAN	31.0	10
95	C-DAVE-01	DAVENPORT	SABULA,IA - CLINTON,IA	140.5	SABULA DRAWBRIDGE	158.0	CLINTON	17.5	
96	C-DAVE-02	DAVENPORT	CLINTON,IA - WATER WORKS,IA	158.0	CLINTON	191.2	WATER WORKS	33.2	11.0
97	C-DAVE-03	DAVENPORT	WATER WORKS,IA - NAHANT,IA	191.2	WATER WORKS	195.7	NAHANT	4.5	
98	C-NITR-01	NITRIN	EAST MOLINE,IL - CEFFCO,IL	0.0	ROCK ISLAND	19.8	CEFFCO	19.8	
99	C-OTTU-01	OTTUMWA	NAHANT,IA - MUSCATINE,IA	195.7	NAHANT	220.3	MUSCATINE	24.6	
100	C-OTTU-02	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	220.3	MUSCATINE	302.8	OTTUMWA	82.5	
101	C-ELDR-01	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	0.0	WATER WORKS	9.7	ELDRIDGE	9.7	
102	C-LARE-01	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	302.8	OTTUMWA	364.0	MO/IA LAREDO	61.2	
103	C-LARE-02	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	364.0	MO/IA LAREDO	405.1	LAREDO	41.1	
104	C-KACI-01	KANSAS CITY NORTH	KANSAS CITY NORTH (Other)	405.1	LAREDO	456.7	POLO	51.6	
105	C-KACI-02	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	456.7	POLO	498.8	AIRLINE JCT	42.1	12.0
106	C-CANA-01	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	77.9	WHITEHALL	190.6	ROUSES POINT	112.7	
107	C-CANA-02	CANADIAN	CPC 38,NY - WHITEHALL,NY	38.2	CPC 38	77.9	WHITEHALL	39.7	
108	C-CANA-03	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	21.7	MOHAWK YARD	38.2	CPC 38	16.5	
109	C-CACO-01	CANADIAN CONNECTOR	CANADIAN CONNECTOR (Other)	23.2	CPF 478	24.2	CPC 24	1.0	
110	C-FRNO-01	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	468.0	MECHANICVILLE	482.5	MOHAWK YD	14.5	
111	C-FRNO-02	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	482.5	MOHAWK TD	484.8	SCHENECTADY	2.3	
112	C-COLO-01	COLONIE	ALBANY,NY - MECHANICVILLE,NY	0.0	ALBANY TFR	19.1	MOHAWK YD	19.1	
113	C-NEWP-01	NEWPORT	BORDER,PQ - NEWPORT,VT	26.3	BORDER	58.4	NEWPORT	32.1	
114	C-MOOS-01	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	0.0	BROWNVILLE JCT	101.8	HOLEB	101.8	
115	C-BANG-01	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	0.7	SEARSPORT	75.1	BROWNVILLE JCT	74.4	
116	C-ROCL-01	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	29.4	BRUNSWICK	85.8	ROCKLAND	56.4	
117	C-MILL-01	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	72.1	BROWNVILLE	109.0	MAIN NORTHERN JCT	36.9	
118	K-PITT-01	PITTSBURG	KANSAS CITY,MO - PITTSBURG,KS	3.7	KANSAS CITY	128.2	PITTSBURG	124.5	13. 14.
119	K-MEXI-01	MEXICO	KANSAS CITY,MO - SLATER,MO	393.6	KANSAS CITY	490.8	KANSAS CITY	97.2	
120	K-MEXI-02	MEXICO	SLATER,MO - MEXICO,MO	325.7	MEXICO	393.6	SLATER	67.9	

Segment				Trains Per Day				
Segment Number	Code	Subdivision	Segment Name	Base	Organic Growth	2027 No Merger	Merger Related Growth	2027 With Merger
68	C-CM-03	C&M WEST	RONDOUT, IL - WI/IL C&M,WI	11.81	0.86	12.67	0.00	12.67
69	C-CM-04	C&M	NORTHBROOK,IL - RONDOUT,IL	11.11	0.86	11.97	0.00	11.97
70	C-CM-05	C&M	SHERMER,IL - NORTHBROOK,IL	11.10	0.86	11.96	0.00	11.96
71	C-CM-06	C&M	TOWER A2,IL - SHERMER,IL	1.73	0.00	1.73	0.00	1.73
72	C-CM-07	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	0.57	0.00	0.57	0.00	0.57
73	C-FOLA-01	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	0.57	0.00	0.57	0.00	0.57
74	C-SHEL-01	SHELDON	MASON CITY,IA - SHELDON,IA	1.71	0.00	1.71	0.00	1.71
75	C-MACI-01	MASON CITY	MARQUETTE,IA - MASON CITY,IA	2.38	0.09	2.47	0.41	2.88
76	C-CHIC-01	CHICAGO	CHICAGO (Other)	5.91	0.21	6.12	8.00	14.12
77	C-CHIC-02	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	6.35	0.21	6.56	8.00	14.56
78	C-CHIC-03	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	2.93	0.22	3.15	8.00	11.15
79	C-ROCK-01	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	0.71	0.00	0.71	0.00	0.71
80	C-ROCK-02	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	0.29	0.00	0.29	0.00	0.29
81	C-ELGI-01	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	3.20	0.21	3.41	8.00	11.41
82	C-ELGI-02	ELGIN	BENSENVILLE,IL - TOWER B12,IL	29.42	1.10	30.52	6.43	36.95
83	C-ELGI-03	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	12.31	0.31	12.62	0.00	12.62
84	C-ELGI-04	ELGIN	ELGIN (Other)	1.74	0.01	1.75	0.00	1.75
85	M-CHIC-01	MTP TOWER B17-TOWER A20	MTP TOWER B17-TOWER A20 (Other)	9.37	0.85	10.22	0.00	10.22
86	M-CHIC-02	MTP BRC TRACKS	MTP BRC TRACKS (Other)	6.80	0.32	7.12	0.00	7.12
87	S-CHIC-01	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	4.40	0.13	4.53	0.00	4.53
88	S-CHIC-02	NS CHICAGO LINE	PORTER,IN - CP 502,IN	3.40	0.13	3.53	0.00	3.53
89	S-CHIC-03	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	3.40	0.13	3.53	0.00	3.53
90	S-CHIC-04	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	3.40	0.13	3.53	0.00	3.53
91	S-HUNT-01	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	3.40	0.13	3.53	0.00	3.53
92	S-DETR-01	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	3.40	0.06	3.46	0.00	3.46
93	S-DETR-02	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	3.40	0.13	3.53	0.00	3.53
94	S-DETR-03	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	3.40	0.13	3.53	0.00	3.53
95	C-DAVE-01	DAVENPORT	SABULA,IA - CLINTON,IA	10.00	0.73	10.73	14.40	25.14
96	C-DAVE-02	DAVENPORT	CLINTON,IA - WATER WORKS,IA	7.97	0.29	8.26	14.40	22.67
97	C-DAVE-03	DAVENPORT	WATER WORKS,IA - NAHANT,IA	7.97	0.29	8.26	14.40	22.67
98	C-NITR-01	NITRIN	EAST MOLINE,IL - CEFFCO,IL	0.71	0.00	0.71	0.00	0.71
99	C-OTTU-01	OTTUMWA	NAHANT,IA - MUSCATINE,IA	6.09	0.29	6.38	14.40	20.78
100	C-OTTU-02	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	4.30	0.50	4.80	14.40	19.21
101	C-ELDR-01	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	1.00	0.00	1.00	0.00	1.00
102	C-LARE-01	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	3.17	0.24	3.41	14.40	17.81
103	C-LARE-02	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	3.17	0.24	3.41	14.40	17.81
104	C-KACI-01	KANSAS CITY NORTH	KANSAS CITY NORTH (Other)	3.74	0.24	3.98	14.40	18.38
105	C-KACI-02	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	3.62	0.21	3.83	14.40	18.24
106	C-CANA-01	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	5.51	0.12	5.63	0.00	5.63
107	C-CANA-02	CANADIAN	CPC 38,NY - WHITEHALL,NY	6.22	0.12	6.34	0.00	6.34
108	C-CANA-03	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	6.22	0.12	6.34	0.00	6.34
109	C-CACO-01	CANADIAN CONNECTOR	CANADIAN CONNECTOR (Other)	1.86	0.00	1.86	0.00	1.86
110	C-FRNO-01	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	5.22	0.12	5.34	0.00	5.34
111	C-FRNO-02	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	8.57	0.00	8.57	0.00	8.57
112	C-COLO-01	COLONIE	ALBANY,NY - MECHANICVILLE,NY	5.22	0.12	5.34	0.00	5.34
113	C-NEWP-01	NEWPORT	BORDER,PQ - NEWPORT,VT	1.14	0.00	1.14	0.00	1.14
114	C-MOOS-01	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	2.00	0.00	2.00	0.00	2.00
115	C-BANG-01	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	1.43	0.00	1.43	0.00	1.43
116	C-ROCL-01	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	0.14	0.00	0.14	0.00	0.14
117	C-MILL-01	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	2.00	0.00	2.00	0.00	2.00
118	K-PITT-01	PITTSBURG	KANSAS CITY,MO - PITTSBURG,KS	15.14	2.43	17.57	12.83	30.41
119	K-MEXI-01	MEXICO	KANSAS CITY,MO - SLATER,MO	2.74	0.27	3.02	0.00	3.02
120	K-MEXI-02	MEXICO	SLATER,MO - MEXICO,MO	1.85	0.10	1.95	0.00	1.95

Segment				Tonnage - Million Gross Tons per Mile per Year (mGTs)					
Segment Number	Code	Subdivision	Segment Name	Base	Organic Growth	2027 No Merger	Merger Related Growth	Merger Related Growth Percentage	2027 With Merger
68	C-CM-03	C&M WEST	RONDOUT, IL - WI/IL C&M,WI	36.11	10.76	46.87	0.78	1.7	47.65
69	C-CM-04	C&M	NORTHBROOK,IL - RONDOUT,IL	36.91	11.00	47.91	0.79	1.7	48.70
70	C-CM-05	C&M	SHERMER,IL - NORTHBROOK,IL	38.00	11.33	49.33	0.82	1.7	50.14
71	C-CM-06	C&M	TOWER A2,IL - SHERMER,IL	5.75	1.68	7.43	0.10	1.4	7.53
72	C-CM-07	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	0.23	0.07	0.30	0.00	0.0	0.30
73	C-FOLA-01	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	1.82	0.11	1.93	0.00	0.0	1.93
74	C-SHEL-01	SHELDON	MASON CITY,IA - SHELDON,IA	3.06	0.88	3.94	0.00	0.0	3.94
75	C-MACI-01	MASON CITY	MARQUETTE,IA - MASON CITY,IA	5.32	1.61	6.93	0.96	13.9	7.89
76	C-CHIC-01	CHICAGO	CHICAGO (Other)	16.57	5.78	22.35	14.18	63.4	36.53
77	C-CHIC-02	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	15.56	4.30	19.86	17.10	86.1	36.96
78	C-CHIC-03	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	8.96	3.63	12.60	15.59	123.8	28.19
79	C-ROCK-01	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	0.13	0.04	0.17	0.01	8.4	0.18
80	C-ROCK-02	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	0.21	0.09	0.30	0.00	0.0	0.30
81	C-ELGI-01	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	9.69	3.93	13.62	17.44	128.0	31.06
82	C-ELGI-02	ELGIN	BENSENVILLE,IL - TOWER B12,IL	93.91	28.92	122.83	20.11	16.4	142.94
83	C-ELGI-03	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	37.29	11.13	48.42	3.62	7.5	52.04
84	C-ELGI-04	ELGIN	ELGIN (Other)	5.27	1.54	6.81	0.09	1.3	6.89
85	M-CHIC-01	MTP TOWER B17-TOWER A20	MTP TOWER B17-TOWER A20 (Other)	29.94	9.00	38.94	0.75	1.9	39.69
86	M-CHIC-02	MTP BRC TRACKS	MTP BRC TRACKS (Other)	23.08	6.84	29.92	0.98	3.3	30.90
87	S-CHIC-01	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	10.19	3.08	13.26	1.38	10.4	14.64
88	S-CHIC-02	NS CHICAGO LINE	PORTER,IN - CP 502,IN	8.76	2.63	11.38	0.94	8.3	12.33
89	S-CHIC-03	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	8.76	2.63	11.38	0.94	8.3	12.33
90	S-CHIC-04	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	8.82	2.64	11.46	0.95	8.3	12.41
91	S-HUNT-01	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	8.82	2.64	11.46	0.95	8.3	12.41
92	S-DETR-01	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	8.85	2.79	11.64	0.95	8.2	12.59
93	S-DETR-02	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	8.85	2.66	11.51	0.95	8.3	12.46
94	S-DETR-03	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	8.60	2.58	11.18	0.92	8.3	12.10
95	C-DAVE-01	DAVENPORT	SABULA,IA - CLINTON,IA	22.08	8.02	30.10	23.13	76.9	53.23
96	C-DAVE-02	DAVENPORT	CLINTON,IA - WATER WORKS,IA	15.36	5.66	21.01	18.47	87.9	39.49
97	C-DAVE-03	DAVENPORT	WATER WORKS,IA - NAHANT,IA	15.36	5.66	21.01	18.47	87.9	39.49
98	C-NITR-01	NITRIN	EAST MOLINE,IL - CEFFCO,IL	0.21	0.06	0.27	0.08	29.6	0.34
99	C-OTTU-01	OTTUMWA	NAHANT,IA - MUSCATINE,IA	13.31	5.07	18.38	18.54	100.9	36.92
100	C-OTTU-02	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	14.77	5.73	20.50	21.68	105.7	42.18
101	C-ELDR-01	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	0.75	0.05	0.79	0.00	0.0	0.79
102	C-LARE-01	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	10.37	4.63	14.99	25.42	169.5	40.41
103	C-LARE-02	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	10.37	5.01	15.38	31.66	205.9	47.04
104	C-KACI-01	KANSAS CITY NORTH	KANSAS CITY NORTH (Other)	12.36	5.58	17.94	31.42	175.1	49.36
105	C-KACI-02	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	10.49	5.19	15.68	33.83	215.8	49.51
106	C-CANA-01	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	10.88	3.24	14.11	0.15	1.1	14.27
107	C-CANA-02	CANADIAN	CPC 38,NY - WHITEHALL,NY	10.58	3.10	13.69	0.00	0.0	13.69
108	C-CANA-03	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	10.58	3.10	13.69	0.00	0.0	13.69
109	C-CACO-01	CANADIAN CONNECTOR	CANADIAN CONNECTOR (Other)	5.94	1.70	7.65	0.00	0.0	7.65
110	C-FRNO-01	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	8.81	2.63	11.44	0.13	1.1	11.57
111	C-FRNO-02	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	6.08	1.77	7.84	0.00	0.0	7.84
112	C-COLO-01	COLONIE	ALBANY,NY - MECHANICVILLE,NY	8.81	2.64	11.44	0.14	1.3	11.59
113	C-NEWP-01	NEWPORT	BORDER,PQ - NEWPORT,VT	0.22	0.05	0.27	0.00	0.0	0.27
114	C-MOOS-01	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	3.23	0.99	4.22	0.23	5.6	4.45
115	C-BANG-01	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	1.64	0.48	2.13	0.00	0.0	2.13
116	C-ROCL-01	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	0.02	0.00	0.02	0.00	0.0	0.02
117	C-MILL-01	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	0.96	0.32	1.28	0.00	0.0	1.28
118	K-PITT-01	PITTSBURG	KANSAS CITY,MO - PITTSBURG,KS	36.81	6.67	43.48	29.14	67.0	72.61
119	K-MEXI-01	MEXICO	KANSAS CITY,MO - SLATER,MO	6.17	1.26	7.42	0.80	10.7	8.22
120	K-MEXI-02	MEXICO	SLATER,MO - MEXICO,MO	4.28	0.85	5.13	0.56	11.0	5.69

Segment				Total and Hazardous Material Carloads Per Year									
Segment Number	Code	Subdivision	Segment Name	Base Total Carloads	Base Hazmat Carloads	Organic Growth Total Carloads	Organic Growth Hazmat Carloads	2027 No Merger Total Carloads	2027 No Merger Hazmat Carloads	Merger Related Growth Total Carloads	Merger Related Growth Hazmat Carloads	2027 With Merger Total Carloads	2027 With Merger Hazmat Carloads
68	C-CM-03	C&M WEST	RONDOUT, IL - WI/IL C&M,WI	590,427	159,409	155,873	42,084	746,299	201,493	6,188	302	752,487	201,795
69	C-CM-04	C&M	NORTHBROOK,IL - RONDOUT,IL	590,503	71,879	155,893	18,976	746,396	90,855	6,188	302	752,584	91,157
70	C-CM-05	C&M	SHERMER, IL - NORTHBROOK,IL	590,048	71,879	155,773	18,976	745,821	90,855	6,188	302	752,009	91,157
71	C-CM-06	C&M	TOWER A2,IL - SHERMER,IL	350,658	69,011	92,574	18,219	443,232	87,230	2,601	199	445,833	87,430
72	C-CM-07	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT, WI	10,363	952	2,736	251	13,099	1,203	33	20	13,132	1,222
73	C-FOLA-01	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	13	0	3	0	16	0	0	0	16	0
74	C-SHEL-01	SHELDON	MASON CITY,IA - SHELDON,IA	30,686	13,492	8,101	3,562	38,787	17,054	2	1	38,790	17,055
75	C-MACI-01	MASON CITY	MARQUETTE,IA - MASON CITY,IA	93,597	26,507	24,710	6,998	118,307	33,505	15,605	13	133,912	33,518
76	C-CHIC-01	CHICAGO	CHICAGO (Other)	193,262	49,432	51,021	13,050	244,283	62,482	161,428	2,864	405,711	65,345
77	C-CHIC-02	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	217,286	56,623	57,363	14,949	274,649	71,572	233,700	11,225	508,349	82,796
78	C-CHIC-03	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	137,180	36,244	36,215	9,568	173,395	45,813	233,823	11,175	407,218	56,987
79	C-ROCK-01	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	7,730	0	2,041	0	9,771	0	716	419	10,487	419
80	C-ROCK-02	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	2,425	0	640	0	3,065	0	85	34	3,149	34
81	C-ELGI-01	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	132,411	47,888	34,957	12,642	167,368	60,530	233,374	10,977	400,742	71,507
82	C-ELGI-02	ELGIN	BENSENVILLE,IL - TOWER B12,IL	1,158,461	290,956	305,834	76,812	1,464,295	367,768	232,678	3,797	1,696,972	371,565
83	C-ELGI-03	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	658,466	158,098	173,835	41,738	832,301	199,836	56,423	841	888,725	200,677
84	C-ELGI-04	ELGIN	ELGIN (Other)	198,439	39,082	52,388	10,318	250,827	49,400	960	184	251,787	49,583
85	M-CHIC-01	MTP TOWER B17-TOWER A20	MTP TOWER B17-TOWER A20 (Other)	388,661	33,528	102,606	8,851	491,267	42,379	5,228	118	496,496	42,497
86	M-CHIC-02	MTP BRC TRACKS		422,915	144,864	111,650	38,244	534,565	183,107	13,049	655	547,614	183,762
87	S-CHIC-01	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	190,509	40,742	50,294	10,756	240,803	51,498	23,153	798	263,956	52,296
88	S-CHIC-02	NS CHICAGO LINE	PORTER,IN - CP 502,IN	187,250	40,742	49,434	10,756	236,684	51,498	17,930	798	254,614	52,296
89	S-CHIC-03	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	187,250	40,742	49,434	10,756	236,684	51,498	17,930	798	254,614	52,296
90	S-CHIC-04	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	187,250	40,742	49,434	10,756	236,684	51,498	17,930	798	254,614	52,296
91	S-HUNT-01	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	187,250	16,177	49,434	4,271	236,684	20,448	17,930	798	254,614	21,246
92	S-DETR-01	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	174,968	40,742	46,191	10,756	221,159	51,498	17,930	798	239,089	52,296
93	S-DETR-02	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	187,250	40,742	49,434	10,756	236,684	51,498	17,930	798	254,614	52,296
94	S-DETR-03	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	187,250	40,742	49,434	10,756	236,684	51,498	17,930	798	254,614	52,296
95	C-DAVE-01	DAVENPORT	SABULA,IA - CLINTON,IA	359,153	26,829	94,816	7,083	453,970	33,912	367,588	43,859	821,558	77,771
96	C-DAVE-02	DAVENPORT	CLINTON,IA - WATER WORKS,IA	312,218	23,379	82,426	6,172	394,644	29,550	368,079	44,466	762,722	74,016
97	C-DAVE-03	DAVENPORT	WATER WORKS,IA - NAHANT,IA	312,218	23,379	82,426	6,172	394,644	29,550	368,079	44,466	762,722	74,016
98	C-NITR-01	NITRIN	EAST MOLINE,IL - CEFFCO,IL	4,367	2,099	1,153	554	5,520	2,653	1,249	315	6,769	2,968
99	C-OTTU-01	OTTUMWA	NAHANT,IA - MUSCATINE,IA	277,808	19,884	73,341	5,249	351,149	25,133	379,827	43,984	730,976	69,117
100	C-OTTU-02	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	263,017	21,384	69,437	5,645	332,454	27,029	378,475	43,857	710,928	70,886
101	C-ELDR-01	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	352	0	93	0	445	0	0	0	445	0
102	C-LARE-01	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	181,996	32,208	48,047	8,503	230,043	40,711	438,629	43,714	668,672	84,425
103	C-LARE-02	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	155,025	31,230	40,927	8,245	195,952	39,475	465,600	43,616	661,552	83,091
104	C-KACI-01	KANSAS CITY NORTH	KANSAS CITY NORTH (Other)	150,398	11,954	39,705	3,156	190,103	15,110	376,310	44,522	566,412	59,631
105	C-KACI-02	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	149,566	16,473	39,486	4,349	189,052	20,822	474,527	49,394	663,579	70,216
106	C-CANA-01	CANADIAN	WHITEHALL,NY - ROUSE'S POINT,NY	120,016	48,189	31,684	12,722	151,700	60,911	219	0	151,919	60,911
107	C-CANA-02	CANADIAN	CPC 38,NY - WHITEHALL,NY	145,357	57,653	38,374	15,220	183,732	72,874	195	0	183,927	72,874
108	C-CANA-03	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	145,357	34,453	38,374	9,096	183,732	43,549	195	0	183,927	43,549
109	C-CACO-01	CANADIAN CONNECTOR	CANADIAN CONNECTOR (Other)	41,284	18,498	10,899	4,883	52,183	23,381	239	0	52,422	23,381
110	C-FRNO-01	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	96,265	21,066	25,414	5,561	121,679	26,627	245	0	121,923	26,627
111	C-FRNO-02	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	13,583	795	3,586	210	17,169	1,005	3	0	17,172	1,005
112	C-COLO-01	COLONIE	ALBANY,NY - MECHANICVILLE,NY	66,387	45,256	17,526	11,948	83,913	57,204	252	-13	84,165	57,191
113	C-NEWP-01	NEWPORT	BORDER,PQ - NEWPORT,VT	2,242	209	592	55	2,834	264	0	0	2,834	264
114	C-MOOS-01	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	35,966	9,125	9,495	2,409	45,460	11,534	2,358	-13	47,819	11,521
115	C-BANG-01	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	15,304	6,205	4,040	1,638	19,344	7,843	-13	-13	19,331	7,830
116	C-ROCL-01	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	222	0	59	0	280	0	0	0	280	0
117	C-MILL-01	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	6,205	391	1,638	103	7,843	494	0	0	7,843	494
118	K-PITT-01	PITTSBURG	KANSAS CITY,MO - PITTSBURG,KS	652,207	17,716	172,183	4,677	824,390	22,392	443,435	48,313	1,267,825	70,705
119	K-MEXI-01	MEXICO	KANSAS CITY,MO - SLATER,MO	94,991	4,862	25,078	1,284	120,069	6,146	2,228	142	122,297	6,288
120	K-MEXI-02	MEXICO	SLATER,MO - MEXICO,MO	63,320	4,862	16,716	1,284	80,036	6,146	2,228	142	82,264	6,288

Segment									
Segment Number	Code	Subdivision	Segment Name	Segment Begin MP	Segment Begin Station	Segment End MP	Segment End Station	Segment Length (Miles)	Notes
121	K-ROOD-01	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	237.3	ROODHOUSE	325.7	MEXICO	88.4	
122	K-SPRI-01	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	221.7	MURRAYVILLE	237.3	ROODHOUSE	15.6	
123	K-SPRI-02	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	203.7	SPRINGFIELD	221.7	MURRAYVILLE	18.0	
124	K-SPRI-03	SPRINGFIELD	SPRINGFIELD (Other)	193.4	COCKRELL	203.7	SPRINGFIELD	10.3	
125	K-JACK-01	JACKSONVILLE	MURRAYVILLE,IL - JACKSONVILLE,IL	216.3	JACKSONVILLE	226.7	MURRAYVILLE	10.4	
126	K-GODF-01	GODFREY	ROODHOUSE,IL - GODFREY,IL	28.1	GODFREY	68.2	ROODHOUSE	40.1	
127	K-ESLT-01	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	252.1	GODFREY	285.0	EAST ST LOUIS	32.9	15.0
128	K-ESLT-02	EAST ST LOUIS TERMINAL	EAST ST LOUIS TERMINAL (Other)	285.0	EAST ST LOUIS	288.4	ST LOUIS	3.4	
129	K-HEAV-01	HEAVENER	PITTSBURG,KS - WATTS,OK	128.2	PITTSBURG	236.0	WATTS	107.8	
130	K-HEAV-02	HEAVENER	WATTS,OK - POTEAU,OK	236.0	WATTS	326.4	POTEAU	90.4	
131	K-HEAV-03	HEAVENER	POTEAU,OK - HEAVENER,OK	326.4	POTEAU	338.0	HEAVENER	11.6	
132	K-FSB-01	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	0.0	FORT SMITH	27.7	POTEAU	27.7	
133	K-SHRE-01	SHREVEPORT	HEAVENER,OK - DE QUEEN,AR	338.5	HEAVENER	433.1	DE QUEEN	94.6	
134	K-SHRE-02	SHREVEPORT	DE QUEEN,AR - ASHDOWN,AR	433.1	DE QUEEN	470.2	ASHDOWN	37.1	
135	K-SHRE-03	SHREVEPORT	ASHDOWN,AR - SHREVEPORT,LA	470.2	ASHDOWN	553.4	SHREVEPORT	83.2	
136	K-SHRE-04	SHREVEPORT TERMINAL 1	SHREVEPORT TERMINAL 1 (Other)	553.4	SHREVEPORT	575.2	FRIERSON	21.8	
137	K-SHRE-05	SHREVEPORT TERMINAL 2	SHREVEPORT TERMINAL 2 (Other)	165.1	ADVANCE	180.6	PRINCETON	15.5	
138	K-GREE-01	GREENVILLE	GREENVILLE,TX - WYLIE,TX	171.6	GREENVILLE	201.9	LAVON JCT	30.3	
139	K-GREE-02	GREENVILLE	SHREVEPORT,LA - GREENVILLE,TX	0.1	TEXAS JCT	171.6	GREENVILLE	171.5	
140	K-ALLI-01	ALLIANCE	ALLIANCE,TX - METRO,TX	54.1	METRO	76.1	ALLIANCE	22.0	16.0
141	K-ALLI-02	ALLIANCE	METRO,TX - RENNERTX	9.1	PLANO	54.1	METRO	45.0	
142	K-ALLI-03	ALLIANCE	RENNER,TX - WYLIE,TX	0.0	LAVON JCT	9.1	PLANO	9.1	17.0
143	K-DALL-01	DALLAS	DALLAS,TX - WYLIE,TX	0.0	LAVON JCT	18.1	DALLAS	18.1	
144	K-WRB-01	WHITE ROCK BRANCH	RENNER,TX - DALLAS,TX	0.0	ZACHA JCT	8.1	RICHARDSON	8.1	
145	K-BEAU-01	BEAUMONT	SHREVEPORT,LA - LEESVILLE,LA	577.0	FRIERSON	668.4	LEESVILLE	91.4	
146	K-BEAU-02	BEAUMONT	LEESVILLE,LA - DE QUINCY,LA	668.4	LEESVILLE	719.0	DE QUINCY	50.6	
147	K-BEAU-03	BEAUMONT	DE QUINCY,LA - BEAUMONT,TX	719.0	DE QUINCY	766.0	BEAUMONT	47.0	18.0
148	K-BEAU-04	BEAUMONT	BEAUMONT,TX - PORT ARTHUR,TX	766.0	BEAUMONT	786.1	PORT ARTHUR	20.1	
149	U-BEAU-01	UP BEAUMONT TO ROSENBERG	BEAUMONT TO ROSENBERG	0.0	BEAUMONT	120.0	ROSENBERG	120.0	19
150	K-LACH-01	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	719.0	DE QUINCY	735.4	MOSSVILLE	16.4	
151	K-LACH-02	LAKE CHARLES	MOSSVILLE,LA - WEST LAKE, LA	735.4	MOSSVILLE	753.1	WEST LAKE	17.7	
152	K-ROSE-01	ROSENBERG	ROSENBERG,TX - KENDLETON,TX	892.3	ROSENBERG	904.5	KENDLETON	12.2	
153	K-ROSE-02	ROSENBERG	KENDLETON,TX - VICTORIA,TX	904.5	KENDLETON	979.3	VICTORIA	74.8	
154	U-VICT-01	VICTORIA TO ROBSTOWN	VICTORIA,TX - PLACEDO,TX (UP)	0.0	VICTORIA	12.8	PLACEDO	12.8	20.0
155	U-VICT-02	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - ROBSTOWN,TX	12.8	PLACEDO	95.6	ROBSTOWN	82.8	20.0
156	K-LARE-01	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	146.9	ROBSTOWN	157.0	CORPUS CHRISTI	10.1	
157	K-LARE-02	KCS LAREDO	ROBSTOWN,TX - LAREDO,TX	2.9	LAREDO	146.9	ROBSTOWN	144.0	
158	K-ALEX-01	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	561.0	BOSSIER CITY	681.0	PINEVILLE	120.0	
159	K-ALEX-02	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	681.0	PINEVILLE	691.9	LATANIER	10.9	
160	K-NEWO-01	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	691.9	LATANIER	788.4	BATON ROUGE	96.5	
161	K-NEWO-02	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	788.4	BATON ROUGE	865.0	NEW ORLEANS	76.6	21.0
162	K-VICK-01	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	141.5	SIBLEY	165.1	ADVANCE	23.6	22.0
163	K-VICK-02	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	127.2	GIBSLAND	141.4	SIBLEY	14.2	22.0
164	K-VICK-03	VICKSBURG	GIBSLAND,LA - MONROE,LA	71.5	MONROE	127.2	GIBSLAND	55.7	22.0
165	K-VICK-04	VICKSBURG	MONROE,LA - VICKSBURG,MS	0.0	VICKSBURG	71.5	MONROE	71.5	22.0
166	K-MERD-01	MERIDIAN	VICKSBURG,MS - JACKSON,MS	95.9	JACKSON	140.6	VICKSBURG	44.7	22. 23.
167	K-MERD-02	MERIDIAN	JACKSON,MS - NEWTON,MS	30.9	NEWTON	95.9	JACKSON	65.0	22. 23.
168	K-MERD-03	MERIDIAN	NEWTON,MS - MERIDIAN,MS	0.0	MERIDIAN	30.9	NEWTON	30.9	22.0
169	K-ARTE-01	ARTESIA	MERIDIAN,MS - ARTESIA,MS	135.2	MERIDIAN	219.2	ARTESIA	84.0	
170	K-ARTE-02	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	219.2	ARTESIA	232.5	WEST POINT JUNCTION	13.3	
171	K-ARTE-03	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	232.5	WEST POINT JUNCTION	279.0	TUPELO	46.5	
172	K-ARTE-04	ARTESIA	TUPELO,MS - CORINTH,MS	279.0	TUPELO	328.8	CORINTH	49.8	
173	K-TUSC-01	TUSCALOOSA	TUSCALOOSA (Other)	0.0	ARBELA	90.1	BROOKWOOD	90.1	
174	K-ABER-01	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	89.1	WEST POINT JUNCTION	105.5	ABERDEEN	16.4	
175	K-COUN-01	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	0.0	CORINTH	9.8	SHARPS	9.8	
176	K-COUN-02	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	9.8	SHARPS	16.1	COUNCE	6.3	
177	K-GULF-01	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	3.9	DELISLE	67.5	HATTIESBURG	63.6	24.0
178	K-GULF-02	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	0.5	GULFPORT	3.9	DELISLE	3.4	

Segment				Trains Per Day				
Segment Number	Code	Subdivision	Segment Name	Base	Organic Growth	2027 No Merger	Merger Related Growth	2027 With Merger
121	K-ROOD-01	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	2.12	0.10	2.21	0.00	2.21
122	K-SPRI-01	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	0.78	0.08	0.87	0.00	0.87
123	K-SPRI-02	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	0.56	0.03	0.59	0.00	0.59
124	K-SPRI-03	SPRINGFIELD	SPRINGFIELD (Other)	0.14	0.00	0.14	0.00	0.14
125	K-JACK-01	JACKSONVILLE	MURRAYVILLE,IL - JACKSONVILLE,IL	0.73	0.10	0.83	0.00	0.83
126	K-GODF-01	GODFREY	ROODHOUSE,IL - GODFREY,IL	1.57	0.03	1.60	0.00	1.60
127	K-ESLT-01	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	3.71	0.03	3.74	0.00	3.74
128	K-ESLT-02	EAST ST LOUIS TERMINAL	EAST ST LOUIS TERMINAL (Other)	1.00	0.00	1.00	0.00	1.00
129	K-HEAV-01	HEAVENER	PITTSBURG,KS - WATTS,OK	14.14	2.03	16.17	12.40	28.57
130	K-HEAV-02	HEAVENER	WATTS,OK - POTEAU,OK	12.29	1.86	14.15	12.40	26.56
131	K-HEAV-03	HEAVENER	POTEAU,OK - HEAVENER,OK	12.77	1.81	14.59	12.40	26.99
132	K-FSB-01	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	0.71	0.00	0.71	0.00	0.71
133	K-SHRE-01	SHREVEPORT	HEAVENER,OK - DE QUEEN,AR	11.96	1.82	13.78	12.40	26.18
134	K-SHRE-02	SHREVEPORT	DE QUEEN,AR - ASHDOWN,AR	14.48	1.78	16.26	12.40	28.67
135	K-SHRE-03	SHREVEPORT	ASHDOWN,AR - SHREVEPORT,LA	11.99	1.50	13.49	12.40	25.89
136	K-SHRE-04	SHREVEPORT TERMINAL 1	SHREVEPORT TERMINAL 1 (Other)	23.74	1.31	25.05	10.97	36.02
137	K-SHRE-05	SHREVEPORT TERMINAL 2	SHREVEPORT TERMINAL 2 (Other)	18.03	0.14	18.17	-1.43	16.74
138	K-GREE-01	GREENVILLE	GREENVILLE,TX - WYLIE,TX	6.79	0.02	6.80	1.29	8.09
139	K-GREE-02	GREENVILLE	SHREVEPORT,LA - GREENVILLE,TX	6.34	0.21	6.56	1.28	7.84
140	K-ALLI-01	ALLIANCE	ALLIANCE,TX - METRO,TX	0.83	0.06	0.89	0.00	0.89
141	K-ALLI-02	ALLIANCE	METRO,TX - RENNERTX	1.13	0.06	1.19	0.00	1.19
142	K-ALLI-03	ALLIANCE	RENNER,TX - WYLIE,TX	1.27	0.06	1.33	0.00	1.33
143	K-DALL-01	DALLAS	DALLAS,TX - WYLIE,TX	1.57	0.00	1.57	0.00	1.57
144	K-WRB-01	WHITE ROCK BRANCH	RENNER,TX - DALLAS,TX	0.71	0.00	0.71	0.00	0.71
145	K-BEAU-01	BEAUMONT	SHREVEPORT, LA - LEESVILLE,LA	10.01	0.70	10.71	10.83	21.55
146	K-BEAU-02	BEAUMONT	LEESVILLE,LA - DE QUINCY,LA	10.31	0.67	10.98	10.83	21.82
147	K-BEAU-03	BEAUMONT	DE QUINCY,LA - BEAUMONT,TX	8.67	0.65	9.32	10.97	20.29
148	K-BEAU-04	BEAUMONT	BEAUMONT,TX - PORT ARTHUR,TX	5.19	0.01	5.21	3.66	8.86
149	U-BEAU-01	UP BEAUMONT TO ROSENBERG	BEAUMONT TO ROSENBERG	8.47	0.78	9.25	7.57	16.82
150	K-LACH-01	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	6.14	0.00	6.14	-0.14	6.00
151	K-LACH-02	LAKE CHARLES	MOSSVILLE,LA - WEST LAKE, LA	4.29	0.00	4.29	0.00	4.29
152	K-ROSE-01	ROSENBERG	ROSENBERG,TX - KENDLETON,TX	8.39	0.76	9.14	8.32	17.46
153	K-ROSE-02	ROSENBERG	KENDLETON,TX - VICTORIA,TX	8.70	1.00	9.69	8.32	18.01
154	U-VICT-01	VICTORIA TO ROBSTOWN	VICTORIA,TX - PLACEDO,TX (UP)	7.94	0.82	8.75	8.32	17.07
155	U-VICT-02	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - ROBSTOWN,TX	7.94	0.82	8.75	8.32	17.07
156	K-LARE-01	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	8.64	0.88	9.52	-1.29	8.23
157	K-LARE-02	KCS LAREDO	ROBSTOWN,TX - LAREDO,TX	13.55	1.23	14.77	8.03	22.80
158	K-ALEX-01	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	3.39	0.22	3.61	0.00	3.61
159	K-ALEX-02	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	3.21	0.18	3.40	0.00	3.40
160	K-NEWO-01	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	2.86	0.20	3.06	0.00	3.06
161	K-NEWO-02	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	5.84	0.03	5.87	0.00	5.87
162	K-VICK-01	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	15.68	0.09	15.77	-1.43	14.34
163	K-VICK-02	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	14.99	0.10	15.09	-1.43	13.66
164	K-VICK-03	VICKSBURG	GIBSLAND,LA - MONROE,LA	15.91	0.08	15.99	-1.43	14.56
165	K-VICK-04	VICKSBURG	MONROE,LA - VICKSBURG,MS	13.03	0.08	13.11	-1.42	11.69
166	K-MERD-01	MERIDIAN	VICKSBURG,MS - JACKSON,MS	13.71	0.07	13.77	-1.43	12.34
167	K-MERD-02	MERIDIAN	JACKSON,MS - NEWTON,MS	13.71	0.27	13.98	-1.43	12.55
168	K-MERD-03	MERIDIAN	NEWTON,MS - MERIDIAN,MS	12.05	0.21	12.27	-1.43	10.84
169	K-ARTE-01	ARTESIA	MERIDIAN,MS - ARTESIA,MS	3.62	0.21	3.84	0.00	3.84
170	K-ARTE-02	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	2.43	0.00	2.43	0.00	2.43
171	K-ARTE-03	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	2.14	0.00	2.14	0.00	2.14
172	K-ARTE-04	ARTESIA	TUPELO,MS - CORINTH,MS	1.71	0.00	1.71	0.00	1.71
173	K-TUSC-01	TUSCALOOSA	TUSCALOOSA (Other)	2.14	0.00	2.14	0.00	2.14
174	K-ABER-01	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	1.00	0.00	1.00	0.00	1.00
175	K-COUN-01	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	4.29	0.00	4.29	0.00	4.29
176	K-COUN-02	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	3.43	0.00	3.43	0.00	3.43
177	K-GULF-01	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	0.73	0.01	0.74	0.00	0.74
178	K-GULF-02	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	3.16	0.01	3.17	0.00	3.17

Segment				Tonnage - Million Gross Tons per Mile per Year (mGTs)					
Segment Number	Code	Subdivision	Segment Name	Base	Organic Growth	2027 No Merger	Merger Related Growth	Merger Related Growth Percentage	2027 With Merger
121	K-ROOD-01	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	4.02	0.79	4.81	0.52	10.8	5.33
122	K-SPRI-01	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	1.00	0.20	1.20	0.00	0.0	1.20
123	K-SPRI-02	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	0.17	0.04	0.21	0.00	0.0	0.21
124	K-SPRI-03	SPRINGFIELD	SPRINGFIELD (Other)	0.01	0.00	0.01	0.00	0.0	0.01
125	K-JACK-01	JACKSONVILLE	MURRAYVILLE,IL - JACKSONVILLE,IL	1.33	0.25	1.58	0.00	0.0	1.58
126	K-GODF-01	GODFREY	ROODHOUSE,IL - GODFREY,IL	1.05	0.21	1.26	0.18	14.0	1.44
127	K-ESLT-01	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	6.84	1.37	8.21	1.18	14.4	9.39
128	K-ESLT-02	EAST ST LOUIS TERMINAL	EAST ST LOUIS TERMINAL (Other)	1.84	-0.06	1.79	0.00	0.0	1.79
129	K-HEAV-01	HEAVENER	PITTSBURG,KS - WATTS,OK	41.89	7.25	49.15	30.27	61.6	79.42
130	K-HEAV-02	HEAVENER	WATTS,OK - POTEAU,OK	36.06	6.15	42.21	28.19	66.8	70.40
131	K-HEAV-03	HEAVENER	POTEAU,OK - HEAVENER,OK	37.44	6.36	43.79	29.93	68.3	73.72
132	K-FSB-01	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	1.41	0.24	1.65	0.00	0.0	1.65
133	K-SHRE-01	SHREVEPORT	HEAVENER,OK - DE QUEEN,AR	34.20	6.12	40.32	28.28	70.1	68.60
134	K-SHRE-02	SHREVEPORT	DE QUEEN,AR - ASHDOWN,AR	41.28	7.41	48.68	24.91	51.2	73.59
135	K-SHRE-03	SHREVEPORT	ASHDOWN,AR - SHREVEPORT,LA	34.32	5.92	40.24	36.00	89.5	76.24
136	K-SHRE-04	SHREVEPORT TERMINAL 1	SHREVEPORT TERMINAL 1 (Other)	71.40	12.92	84.32	37.52	44.5	121.84
137	K-SHRE-05	SHREVEPORT TERMINAL 2	SHREVEPORT TERMINAL 2 (Other)	52.34	10.43	62.77	8.34	13.3	71.11
138	K-GREE-01	GREENVILLE	GREENVILLE,TX - WYLIE,TX	13.88	2.52	16.40	8.19	49.9	24.58
139	K-GREE-02	GREENVILLE	SHREVEPORT,LA - GREENVILLE,TX	12.94	2.48	15.42	5.97	38.7	21.39
140	K-ALLI-01	ALLIANCE	ALLIANCE,TX - METRO,TX	1.35	0.41	1.77	2.03	115.0	3.80
141	K-ALLI-02	ALLIANCE	METRO,TX - RENNERTX	1.86	0.53	2.39	2.25	94.4	4.64
142	K-ALLI-03	ALLIANCE	RENNERTX - WYLIE,TX	2.06	0.57	2.63	2.14	81.2	4.77
143	K-DALL-01	DALLAS	DALLAS,TX - WYLIE,TX	2.44	0.46	2.90	0.56	19.4	3.46
144	K-WRB-01	WHITE ROCK BRANCH	RENNERTX - DALLAS,TX	1.10	0.32	1.43	0.00	0.0	1.43
145	K-BEAU-01	BEAUMONT	SHREVEPORT, LA - LEESVILLE,LA	24.69	4.05	28.74	26.31	91.5	55.05
146	K-BEAU-02	BEAUMONT	LEESVILLE,LA - DE QUINCY,LA	25.51	4.11	29.62	30.61	103.3	60.23
147	K-BEAU-03	BEAUMONT	DE QUINCY,LA - BEAUMONT,TX	21.58	3.45	25.03	25.33	101.2	50.36
148	K-BEAU-04	BEAUMONT	BEAUMONT,TX - PORT ARTHUR,TX	12.49	1.33	13.83	36.35	262.9	50.18
149	U-BEAU-01	UP BEAUMONT TO ROSENBERG	BEAUMONT TO ROSENBERG	2.59	0.53	3.12	4.73	151.3	7.85
150	K-LACH-01	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	6.78	1.38	8.16	1.00	12.3	9.16
151	K-LACH-02	LAKE CHARLES	MOSSVILLE,LA - WEST LAKE, LA	4.74	0.88	5.61	0.00	0.0	5.61
152	K-ROSE-01	ROSENBERG	ROSENBERG,TX - KENDLETON,TX	26.32	3.92	30.24	11.94	39.5	42.18
153	K-ROSE-02	ROSENBERG	KENDLETON,TX - VICTORIA,TX	27.28	4.17	31.45	11.63	37.0	43.09
154	U-VICT-01	VICTORIA TO ROBSTOWN	VICTORIA,TX - PLACEDO,TX (UP)	16.45	2.91	19.36	12.07	62.3	31.42
155	U-VICT-02	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - ROBSTOWN,TX	16.45	2.91	19.36	12.07	62.3	31.42
156	K-LARE-01	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	24.11	5.22	29.33	0.68	2.3	30.01
157	K-LARE-02	KCS LAREDO	ROBSTOWN,TX - LAREDO,TX	37.27	7.20	44.47	11.66	26.2	56.13
158	K-ALEX-01	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	10.31	2.01	12.31	1.31	10.6	13.62
159	K-ALEX-02	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	9.96	1.96	11.92	1.36	11.4	13.28
160	K-NEWO-01	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	7.48	1.50	8.98	1.14	12.7	10.12
161	K-NEWO-02	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	13.48	2.68	16.16	2.17	13.4	18.33
162	K-VICK-01	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	35.90	7.10	43.00	6.17	14.4	49.17
163	K-VICK-02	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	34.41	6.81	41.22	5.91	14.3	47.13
164	K-VICK-03	VICKSBURG	GIBSLAND,LA - MONROE,LA	36.51	7.25	43.76	6.11	14.0	49.88
165	K-VICK-04	VICKSBURG	MONROE,LA - VICKSBURG,MS	29.88	5.96	35.84	4.45	12.4	40.29
166	K-MERD-01	MERIDIAN	VICKSBURG,MS - JACKSON,MS	29.64	5.97	35.61	3.48	9.8	39.08
167	K-MERD-02	MERIDIAN	JACKSON,MS - NEWTON,MS	30.18	6.08	36.26	2.74	7.5	39.00
168	K-MERD-03	MERIDIAN	NEWTON,MS - MERIDIAN,MS	26.59	5.27	31.86	5.05	15.8	36.90
169	K-ARTE-01	ARTESIA	MERIDIAN,MS - ARTESIA,MS	8.43	1.64	10.08	0.71	7.1	10.79
170	K-ARTE-02	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	4.63	0.81	5.44	0.00	0.0	5.44
171	K-ARTE-03	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	4.08	0.75	4.83	0.00	0.0	4.83
172	K-ARTE-04	ARTESIA	TUPELO,MS - CORINTH,MS	3.26	0.55	3.81	0.00	0.0	3.81
173	K-TUSC-01	TUSCALOOSA	TUSCALOOSA (Other)	1.14	0.23	1.37	0.15	11.2	1.52
174	K-ABER-01	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	1.99	0.32	2.31	0.00	0.0	2.31
175	K-COUN-01	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	1.71	0.31	2.01	0.00	0.0	2.01
176	K-COUN-02	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	1.37	0.24	1.61	0.00	0.0	1.61
177	K-GULF-01	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	0.65	0.19	0.85	0.00	0.0	0.85
178	K-GULF-02	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	2.81	0.46	3.26	0.00	0.0	3.26

Segment				Total and Hazardous Material Carloads Per Year									
Segment Number	Code	Subdivision	Segment Name	Base Total Carloads	Base Hazmat Carloads	Organic Growth Total Carloads	Organic Growth Hazmat Carloads	2027 No Merger Total Carloads	2027 No Merger Hazmat Carloads	Merger Related Growth Total Carloads	Merger Related Growth Hazmat Carloads	2027 With Merger Total Carloads	2027 With Merger Hazmat Carloads
121	K-ROOD-01	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	59,832	7,170	15,796	1,893	75,628	9,062	2,387	142	78,015	9,204
122	K-SPRI-01	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	17,041	0	4,499	0	21,540	0	0	0	21,540	0
123	K-SPRI-02	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	6,826	0	1,802	0	8,628	0	0	0	8,628	0
124	K-SPRI-03	SPRINGFIELD	SPRINGFIELD (Other)	39	0	10	0	49	0	0	0	49	0
125	K-JACK-01	JACKSONVILLE	MURRAYVILLE,IL - JACKSONVILLE,IL	21,280	0	5,618	0	26,898	0	0	0	26,898	0
126	K-GODF-01	GODFREY	ROODHOUSE,IL - GODFREY,IL	43,524	4,758	11,490	1,256	55,014	6,014	2,387	142	57,401	6,156
127	K-ESLT-01	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	43,824	3,715	11,569	981	55,393	4,696	1,866	36	57,259	4,732
128	K-ESLT-02	EAST ST LOUIS TERMINAL	EAST ST LOUIS TERMINAL (Other)	1,616	834	427	220	2,043	1,055	-143	-143	1,900	911
129	K-HEAV-01	HEAVENER	PITTSBURG,KS - WATTS,OK	553,336	15,643	146,081	4,130	699,416	19,773	377,231	43,850	1,076,647	63,623
130	K-HEAV-02	HEAVENER	WATTS,OK - POTEAU,OK	524,963	17,337	138,590	4,577	663,553	21,915	390,970	41,100	1,054,523	63,014
131	K-HEAV-03	HEAVENER	POTEAU,OK - HEAVENER,OK	514,691	17,337	135,878	4,577	650,570	21,915	390,970	43,316	1,041,539	65,230
132	K-FSB-01	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	10,767	1,825	2,843	482	13,610	2,307	-50	-13	13,560	2,294
133	K-SHRE-01	SHREVEPORT	HEAVENER,OK - DE QUEEN,AR	536,319	17,403	141,588	4,594	677,907	21,997	382,737	42,481	1,060,644	64,478
134	K-SHRE-02	SHREVEPORT	DE QUEEN,AR - ASHDOWN,AR	852,051	41,310	224,941	10,906	1,076,992	52,216	430,559	46,399	1,507,552	98,615
135	K-SHRE-03	SHREVEPORT	ASHDOWN,AR - SHREVEPORT,LA	471,623	21,326	124,508	5,630	596,131	26,957	428,259	46,627	1,024,389	73,583
136	K-SHRE-04	SHREVEPORT TERMINAL 1	SHREVEPORT TERMINAL 1 (Other)	1,047,335	132,977	276,497	35,106	1,323,832	168,083	438,647	47,439	1,762,479	215,522
137	K-SHRE-05	SHREVEPORT TERMINAL 2	SHREVEPORT TERMINAL 2 (Other)	423,456	71,032	111,792	18,752	535,248	89,784	13,265	4,007	548,513	93,791
138	K-GREE-01	GREENVILLE	GREENVILLE,TX - WYLIE,TX	128,645	14,782	33,962	3,903	162,607	18,685	56,962	1,430	219,569	20,115
139	K-GREE-02	GREENVILLE	SHREVEPORT,LA - GREENVILLE,TX	157,647	17,572	41,619	4,639	199,266	22,211	50,362	869	249,627	23,080
140	K-ALLI-01	ALLIANCE	ALLIANCE,TX - METRO,TX	14,738	156	3,891	41	18,628	198	6,112	417	24,740	615
141	K-ALLI-02	ALLIANCE	METRO,TX - RENNEN,TX	16,348	156	4,316	41	20,664	198	6,181	417	26,845	615
142	K-ALLI-03	ALLIANCE	RENNER,TX - WYLIE,TX	17,378	235	4,588	62	21,965	297	6,222	417	28,187	714
143	K-DALL-01	DALLAS	DALLAS,TX - WYLIE,TX	29,721	5,579	7,846	1,473	37,568	7,052	2,915	298	40,483	7,350
144	K-WRB-01	WHITE ROCK BRANCH	RENNER,TX - DALLAS,TX	2,477	274	654	72	3,131	346	47	0	3,178	346
145	K-BEAU-01	BEAUMONT	SHREVEPORT, LA - LEESVILLE,LA	429,546	62,609	113,400	16,529	542,946	79,138	402,960	48,997	945,906	128,135
146	K-BEAU-02	BEAUMONT	LEESVILLE,LA - DE QUINCY,LA	377,647	59,424	99,699	15,688	477,346	75,112	402,274	48,991	879,620	124,102
147	K-BEAU-03	BEAUMONT	DE QUINCY,LA - BEAUMONT,TX	384,886	62,355	101,610	16,462	486,496	78,817	406,786	50,364	893,283	129,181
148	K-BEAU-04	BEAUMONT	BEAUMONT,TX - PORT ARTHUR,TX	59,320	23,832	15,661	6,292	74,981	30,124	154,291	34,367	229,272	64,491
149	U-BEAU-01	UP BEAUMONT TO ROSENBERG	BEAUMONT TO ROSENBERG	81,969	8,082	21,640	2,134	103,608	10,216	237,461	5,374	185,750	15,590
150	K-LACH-01	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	40,385	25,446	10,662	6,718	51,046	32,164	847	606	51,893	32,769
151	K-LACH-02	LAKE CHARLES	MOSSVILLE,LA - WEST LAKE, LA	19,788	12,801	5,224	3,379	25,012	16,181	206	145	25,218	16,325
152	K-ROSE-01	ROSENBERG	ROSENBERG,TX - KENDLETON,TX	370,566	101,187	97,829	26,713	468,395	127,901	227,332	13,586	695,727	141,487
153	K-ROSE-02	ROSENBERG	KENDLETON,TX - VICTORIA,TX	394,365	99,915	104,112	26,377	498,477	126,292	224,386	11,852	722,863	138,144
154	U-VICT-01	VICTORIA TO ROBSTOWN	VICTORIA,TX - PLACEDO,TX (UP)	359,636	31,964	94,944	8,438	454,580	40,402	224,138	11,617	678,718	52,019
155	U-VICT-02	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - ROBSTOWN,TX	359,636	31,964	94,944	8,438	454,580	40,402	224,138	11,617	678,718	52,019
156	K-LARE-01	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	294,705	98,506	77,802	26,005	372,507	124,511	-27,605	1,216	344,901	125,727
157	K-LARE-02	KCS LAREDO	ROBSTOWN,TX - LAREDO,TX	787,628	190,626	207,934	50,325	995,562	240,951	155,249	25,637	1,150,811	266,589
158	K-ALEX-01	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	167,555	24,325	44,234	6,422	211,789	30,746	6,224	2,330	218,014	33,077
159	K-ALEX-02	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	151,777	24,651	40,069	6,508	191,846	31,158	6,211	2,330	198,058	33,489
160	K-NEWO-01	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	249,280	41,793	65,810	11,033	315,090	52,826	6,694	2,504	321,784	55,330
161	K-NEWO-02	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	216,018	41,793	57,029	11,033	273,047	52,826	6,694	2,504	279,741	55,330
162	K-VICK-01	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	307,941	44,882	81,296	11,849	389,237	56,731	13,294	3,576	402,531	60,307
163	K-VICK-02	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	295,590	44,621	78,036	11,780	373,626	56,401	12,851	3,576	386,477	59,978
164	K-VICK-03	VICKSBURG	GIBSLAND,LA - MONROE,LA	322,292	43,592	85,085	11,508	407,377	55,100	12,551	2,975	419,928	58,074
165	K-VICK-04	VICKSBURG	MONROE,LA - VICKSBURG,MS	310,781	41,962	82,046	11,078	392,827	53,040	6,053	1,047	398,879	54,087
166	K-MERD-01	MERIDIAN	VICKSBURG,MS - JACKSON,MS	285,451	44,543	75,359	11,759	360,810	56,303	-3,366	220	357,444	56,523
167	K-MERD-02	MERIDIAN	JACKSON,MS - NEWTON,MS	414,020	62,467	109,301	16,491	523,321	78,959	-11,388	-2,485	511,933	76,474
168	K-MERD-03	MERIDIAN	NEWTON,MS - MERIDIAN,MS	254,633	30,777	67,223	8,125	321,856	38,903	16,258	5,070	338,114	43,973
169	K-ARTE-01	ARTESIA	MERIDIAN,MS - ARTESIA,MS	175,767	29,356	46,402	7,750	222,169	37,107	1,071	16	223,240	37,122
170	K-ARTE-02	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	48,219	10,376	12,730	2,739	60,949	13,116	34	14	60,983	13,130
171	K-ARTE-03	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	36,422	3,246	9,615	857	46,037	4,103	19	3	46,056	4,106
172	K-ARTE-04	ARTESIA	TUPELO,MS - CORINTH,MS	28,535	2,138	7,533	564	36,069	2,702	16	1	36,085	2,704
173	K-TUSC-01	TUSCALOOSA	TUSCALOOSA (Other)	71,644	12,684	18,914	3,349	90,558	16,032	626	13	91,184	16,045
174	K-ABER-01	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	16,790	7,587	4,433	2,003	21,223	9,590	18	13	21,240	9,603
175	K-COUN-01	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	59,287	6,075	15,652	1,604	74,938	7,678	0	0	74,938	7,678
176	K-COUN-02	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	29,461	3,037	7,778	802	37,239	3,839	0	0	37,239	3,839
177	K-GULF-01	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	3,598	1,147	950	303	4,548	1,450	0	0	4,548	1,450
178	K-GULF-02	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	9,269	2,659	2,447	702	11,716	3,361	0	0	11,716	3,361

Yard Location							Cars Processed Per Day					
Yard Name	FSAC	SCAC	State	State	Latitude	Longitude	Base	Organic Growth	2027 Without Merger	Merger Related Growth	2027 With Merger	Merger Related Growth Percentage
EASTPORT	9089	CPRS	ID	IDAHO	48.9985	-116.1829	920	242.9	1162.9	-2.5	1160.4	-0.2
PORTAL	4995	CPRS	ND	NORTH DAKOTA	48.9989	-102.549	3.1	0.8	4	0	4	0.1
MINOT	4985	CPRS	ND	NORTH DAKOTA	48.2349	-101.3013	282.6	74.6	357.2	0.6	357.8	0.2
SARDIS	933	CPRS	ND	NORTH DAKOTA	48.1587	-98.336	0	0	0	0	0	0
HARVEY	4973	CPRS	ND	NORTH DAKOTA	47.7664	-99.9207	280.8	74.1	354.9	0.9	355.8	0.2
KULM	765	CPRS	ND	NORTH DAKOTA	46.3042	-98.9554	0	0	0	0	0	0
HANKINSON	4945	CPRS	ND	NORTH DAKOTA	46.0718	-96.9029	111.7	29.5	141.1	0	141.1	0
RADIUM	919	CPRS	MN	MINNESOTA	48.2277	-96.6137	50.9	13.4	64.3	0.1	64.4	0.2
THIEF RIVER FALLS	4915	CPRS	MN	MINNESOTA	48.1591	-96.1948	97	25.6	122.6	0.1	128.8	5
DULUTH	820	CPRS	MN	MINNESOTA	46.8081	-92.0604	156.3	41.3	197.6	0	197.6	0
BARRETT	4936	CPRS	MN	MINNESOTA	45.9116	-95.8894	0.3	0.1	0.4	0	0.4	0.8
GLENWOOD	4930	CPRS	MN	MINNESOTA	45.6488	-95.3652	259.8	68.6	328.4	0.4	334.8	1.9
BROOTEN	4889	CPRS	MN	MINNESOTA	45.5011	-95.1212	18.8	5	23.8	0.3	24	1.2
CARDIGAN JCT	4862	CPRS	MN	MINNESOTA	45.0502	-93.1154	6.6	1.7	8.3	0.1	8.4	1.5
MINNEAPOLIS HUMBO	4871	CPRS	MN	MINNESOTA	45.0371	-93.2965	53.6	14.2	67.8	1	68.8	1.5
SHOREHAM YARD	4865, 4868	CPRS	MN	MINNESOTA	45.0294	-93.2659	70.6	18.6	89.2	28.7	117.8	32.1
ST PAUL	4850	CPRS	MN	MINNESOTA	45.0293	-93.2698	1805.1	476.6	2281.7	69.7	2351.3	3.1
STP MARYLAND	678	CPRS	MN	MINNESOTA	44.9885	-93.101	1.5	0.4	1.9	0.1	2	4.3
GOLDEN VALLEY	635	CPRS	MN	MINNESOTA	44.9736	-93.3542	0.3	0.1	0.4	0.3	0.7	68.7
ST PAUL PARK	4846	CPRS	MN	MINNESOTA	44.8669	-92.9998	35.6	9.4	45	0.1	45	0.1
ROSEPORT	677	CPRS	MN	MINNESOTA	44.8426	-93.0164	21.3	5.6	26.9	0.8	27.6	2.8
COTTAGE GROVE	4848	CPRS	MN	MINNESOTA	44.821	-92.9485	103.3	27.3	130.6	8.6	139.2	6.6
HASTINGS	4843	CPRS	MN	MINNESOTA	44.7468	-92.8477	62.4	16.5	78.8	0.1	78.9	0.1
ROSEMOUNT	390	CPRS	MN	MINNESOTA	44.7393	-93.1222	14.3	3.8	18.1	0	18.1	0.2
NEW ULM	1102	CPRS	MN	MINNESOTA	44.3104	-94.451	10.7	2.8	13.5	0.2	13.7	1.4
WEST MANKATO	1093	CPRS	MN	MINNESOTA	44.2287	-93.9735	4.4	1.2	5.6	0.2	5.7	2.8
TRACY	1132	CPRS	MN	MINNESOTA	44.2166	-95.7148	176.1	46.5	222.6	21.7	244.3	9.8
WASECA	1057	CPRS	MN	MINNESOTA	44.0765	-93.5112	128	33.8	161.8	0.1	161.9	0.1
WINONA	4822	CPRS	MN	MINNESOTA	44.0443	-91.6415	94	24.8	118.8	0.1	118.8	0.1
BLOOMING PRAIRIE	360	CPRS	MN	MINNESOTA	43.8638	-93.0468	1	0.3	1.3	0.1	1.3	4.1
AUSTIN	358	CPRS	MN	MINNESOTA	43.6721	-92.9606	18.6	4.9	23.5	0.1	23.6	0.2
SUPERIOR	817	CPRS	WI	WISCONSIN	46.729	-92.108	104.8	27.7	132.5	0.3	132.8	0.2
LA CROSSE	4817	CPRS	WI	WISCONSIN	43.8348	-91.2452	164.7	43.5	208.2	-4.1	204.1	-2
PORTAGE	4792	CPRS	WI	WISCONSIN	43.5446	-89.4447	83.8	22.1	106	0.5	106.4	0.5
DE FOREST	592	CPRS	WI	WISCONSIN	43.2355	-89.342	3.3	0.9	4.1	0.1	4.2	2.6
WATERTOWN	4774	CPRS	WI	WISCONSIN	43.1961	-88.742	7.5	2	9.5	0	9.6	0.3
WINDSOR	591	CPRS	WI	WISCONSIN	43.19	-89.342	8	2.1	10.1	0	10.1	0.4
MADISON	589	CPRS	WI	WISCONSIN	43.0911	-89.3631	10.3	2.7	13	0.3	13.3	2.4
MILWAUKEE	4760	CPRS	WI	WISCONSIN	43.029	-87.9116	141.2	37.3	178.5	10.5	189	5.9
LAKE	4758	CPRS	WI	WISCONSIN	42.9309	-87.9243	22.6	6	28.6	0	28.6	0
JANESVILLE	526	CPRS	WI	WISCONSIN	42.6699	-89.0423	13.6	3.6	17.1	0.2	17.4	1.4
PLEASANT PRAIRIE	4748	CPRS	WI	WISCONSIN	42.6608	-87.9054	1.6	0.4	2.1	0.1	2.2	4.3
ROCKTON	532	CPRS	IL	ILLINOIS	42.4569	-89.0691	1.5	0.4	1.9	0.6	2.5	28.4
ROCKFORD	534	CPRS	IL	ILLINOIS	42.2629	-89.0935	3.8	1	4.8	0.4	5.2	8.6
DAVIS JUNCTION	4568	CPRS	IL	ILLINOIS	42.0997	-89.0931	15.4	4.1	19.5	1.2	20.7	6.2
GENOA	4563	CPRS	IL	ILLINOIS	42.0991	-88.6648	0	0	0	0	0	0
SAVANNA	4580	CPRS	IL	ILLINOIS	42.0881	-90.1513	31.7	8.4	40	0.7	40.7	1.7
HANOVER PARK	4553	CPRS	IL	ILLINOIS	41.9884	-88.1424	0.8	0.2	1	0.1	1.1	7.6
SCHILLER PARK YARD	454, 4512	CPRS	IL	ILLINOIS	41.9681	-87.8712	58.6	15.5	74	76.5	150.6	103.4
WOODDALE	4547	CPRS	IL	ILLINOIS	41.9616	-87.9729	0	0	0	0	0	0
BENSENVILLE YARD	4513, 4540, 454	CPRS	IL	ILLINOIS	41.9503	-87.9082	1139.2	300.7	1439.9	367.7	1807.6	25.5
CHICAGO	4544	CPRS	IL	ILLINOIS	41.9503	-87.9082	408.2	107.8	516	3.8	519.7	0.7
FRANKLIN PARK	4533	CPRS	IL	ILLINOIS	41.9371	-87.8687	0.8	0.2	1	0	1.1	1.7

Yard Location							Cars Processed Per Day					
Yard Name	FSAC	SCAC	State	State	Latitude	Longitude	Base	Organic Growth	2027 Without Merger	Merger Related Growth	2027 With Merger	Merger Related Growth Percentage
CHICAGO CLEARING	498	CPRS	IL	ILLINOIS	41.7663	-87.7984	705.6	186.3	891.9	2	893.9	0.2
CALUMET	295	CPRS	IL	ILLINOIS	41.7084	-87.5762	180.9	47.8	228.7	2	230.7	0.9
CORDOVA	543	CPRS	IL	ILLINOIS	41.6734	-90.3224	6.9	1.8	8.7	3.4	12.1	39.5
BLUE ISLAND	4520	CPRS	IL	ILLINOIS	41.6487	-87.6849	9.4	2.5	11.9	1.4	13.2	11.7
ROODHOUSE	12370	KCS	IL	ILLINOIS	39.4846	-90.3734	13.4	3.5	16.9	0.9	17.8	5.2
CARROLLTON	42510	KCS	IL	ILLINOIS	39.2978	-90.4068	0	0	0	0.9	0.9	0
WOOD RIVER	22650	KCS	IL	ILLINOIS	38.8583	-90.1031	0.6	0.2	0.8	0.2	1	28.7
MADISON	22760	KCS	IL	ILLINOIS	38.6569	-90.157	0.8	0.2	1	0	1	2.6
EAST ST LOUIS	22810	KCS	IL	ILLINOIS	38.632	-90.1668	124.4	32.8	157.2	0.4	157.6	0.3
GIBSON	293	CPRS	IN	INDIANA	41.6043	-87.4638	176.1	46.5	222.6	-0.7	221.9	-0.3
DET CON TERM	3379	CPRS	MI	MICHIGAN	42.3282	-83.0851	26.3	6.9	33.2	23.2	56.5	70
DETROIT	3377	CPRS	MI	MICHIGAN	42.2161	-83.2389	215.4	56.9	272.3	0.1	272.4	0
SARATOGA SPRINGS	3959	CPRS	NY	NEW YORK	43.0829	-73.8106	255.6	67.5	323	0.7	323.7	0.2
BUFFALO	3894	CPRS	NY	NEW YORK	42.8677	-78.8436	130.9	34.6	165.5	0.2	165.7	0.1
SCHENECTADY	3954	CPRS	NY	NEW YORK	42.8049	-73.9532	51.9	13.7	65.6	0	65.6	0
ALBANY	3935	CPRS	NY	NEW YORK	42.65	-73.7483	169	44.6	213.6	0.7	214.3	0.3
BROWNVILLE JCT	1325	CPRS	ME	MAINE	45.3497	-69.061	95.2	25.1	120.3	0.2	120.5	0.1
SPENCER	344	CPRS	IA	IOWA	43.1441	-95.1379	8.7	2.3	11	0	11	0
MASON CITY	326	CPRS	IA	IOWA	43.1417	-93.1915	124.4	32.8	157.3	0.1	178.7	13.6
CYLINDER	340	CPRS	IA	IOWA	43.086	-94.5442	0	0	0	0	0	0
ALGONA	337	CPRS	IA	IOWA	43.0766	-94.2093	2.8	0.7	3.6	0	3.6	0.2
MARQUETTE	4617	CPRS	IA	IOWA	43.0443	-91.1777	166.1	43.8	209.9	0	209.9	0
CAMANCHE	4588	CPRS	IA	IOWA	41.8056	-90.238	1.4	0.4	1.8	0.2	2	10.2
PRINCETON	4590	CPRS	IA	IOWA	41.6851	-90.3413	7.7	2	9.7	1.5	11.2	15
BETTENDORF	4594	CPRS	IA	IOWA	41.5269	-90.4814	4.9	1.3	6.2	0	6.3	0.4
DAVENPORT	4599	CPRS	IA	IOWA	41.5194	-90.58	96.6	25.5	122.1	0.4	122.5	0.3
NAHANT	4640	CPRS	IA	IOWA	41.4938	-90.6303	363.7	96	459.8	8.4	468.1	1.8
MONTPELIER	4644	CPRS	IA	IOWA	41.4587	-90.8005	120.7	31.9	152.6	-1.1	151.4	-0.8
MUSCATINE	4649	CPRS	IA	IOWA	41.4119	-91.0587	226.7	59.9	286.6	5.4	291.9	1.9
OTTUMWA	4664	CPRS	IA	IOWA	41.0197	-92.4475	217.8	57.5	275.3	1	276.3	0.4
MORAVIA	4666	CPRS	IA	IOWA	40.8954	-92.815	4.2	1.1	5.4	0.1	5.4	1.1
LAREDO	4676	CPRS	MO	MISSOURI	40.0274	-93.4426	43.5	11.5	54.9	1	55.9	1.8
CHILLICOTHE	4678	CPRS	MO	MISSOURI	39.7945	-93.5432	2.3	0.6	2.8	0	2.9	0.2
LIBERTY	4689	CPRS	MO	MISSOURI	39.2413	-94.4088	15.8	4.2	20	0	20	0
SLATER	53930	KCS	MO	MISSOURI	39.2228	-93.0647	53.5	14.1	67.6	0	67.6	0
KANSAS CITY	4690	CPRS	MO	MISSOURI	39.1072	-94.5919	2029.3	535.7	2565	-67.1	2497.9	-2.6
ODESSA	54480	KCS	MO	MISSOURI	38.997	-93.9548	0	0	0	0	0	0
GRANDVIEW	23	KCS	MO	MISSOURI	38.8814	-94.5225	1.7	0.4	2.1	0.1	2.2	4.8
INTL FREIGHT GATE	27	KCS	MO	MISSOURI	38.841	-94.5776	98	25.9	123.8	19.3	143.1	15.6
JOPLIN	155	KCS	MO	MISSOURI	37.0795	-94.5056	9.6	2.5	12.1	0.1	12.3	1.2
PITTSBURG	128	KCS	KS	KANSAS	37.4181	-94.6953	28.1	7.4	35.5	0.1	35.7	0.4
HEAVENER	338	KCS	OK	OKLAHOMA	34.8919	-94.6075	150	39.6	189.6	0.2	189.8	0.1
FT SMITH	6356	KCS	AR	ARKANSAS	35.3833	-94.4317	37	9.8	46.8	0.2	47	0.5
DE QUEEN	433	KCS	AR	ARKANSAS	34.0427	-94.3418	81.7	21.6	103.2	0	103.3	0
ASHDOWN	469	KCS	AR	ARKANSAS	33.6721	-94.1298	46.2	12.2	58.4	7.9	66.2	13.5
WHITE ROCK	9316	KCS	TX	TEXAS	33.2689	-96.1189	5.5	1.5	7	0.1	7	1.2
SOUTH TEXARKANA	499	KCS	TX	TEXAS	33.2566	-94.0579	15	3.9	18.9	0	18.9	0
DENTON	9357	KCS	TX	TEXAS	33.2146	-97.1265	3.1	0.8	3.9	0.2	4.1	4.9
SULPHUR SPRINGS	9140	KCS	TX	TEXAS	33.1333	-95.6	8.7	2.3	10.9	0	11	0
WYLIE	9201	KCS	TX	TEXAS	33.0169	-96.5314	260.7	68.8	329.6	137	466.5	41.6
VEALS	9079	KCS	TX	TEXAS	33.0106	-94.6641	19.9	5.3	25.1	0.2	25.3	0.7
HUGHES SPRINGS	9076	KCS	TX	TEXAS	32.9988	-94.6302	29.3	7.7	37	3.3	40.3	8.9
PITTSBURG	9098	KCS	TX	TEXAS	32.9972	-94.9681	14.7	3.9	18.6	2.7	21.3	14.6

Yard Location							Cars Processed Per Day					
Yard Name	FSAC	SCAC	State	State	Latitude	Longitude	Base	Organic Growth	2027 Without Merger	Merger Related Growth	2027 With Merger	Merger Related Growth Percentage
PLANO	9327	KCS	TX	TEXAS	32.957	-96.733	1.4	0.4	1.7	0.1	1.8	5.2
LONE STAR	9085	KCS	TX	TEXAS	32.9278	-94.7081	7.7	2	9.7	0.2	9.9	1.9
JEFFERSON	9049	KCS	TX	TEXAS	32.8339	-94.5025	7.9	2.1	10	0.2	10.3	2.4
DALLAS	9223	KCS	TX	TEXAS	32.7708	-96.8001	78.7	20.8	99.5	8.4	107.9	8.4
BEAUMONT	767	KCS	TX	TEXAS	30.0747	-94.1017	228.3	60.3	288.6	-25.5	263.1	-8.8
PORT NECHES	779	KCS	TX	TEXAS	29.9742	-93.9412	245.7	64.9	310.6	2.1	312.7	0.7
PORT ARTHUR	787	KCS	TX	TEXAS	29.873	-93.952	245.4	64.8	310.2	1.2	519.6	67.5
HOUSTON	1878	KCS	TX	TEXAS	29.6752	-95.3825	70.1	18.5	88.7	0.6	89.3	0.7
KENDLETON	1625	KCS	TX	TEXAS	29.4478	-95.9998	90.1	23.8	113.9	2.2	116.1	2
THRASHER	1705	KCS	TX	TEXAS	28.8753	-96.7939	0.4	0.1	0.5	0.2	0.6	30.6
ROBSTOWN	2145	KCS	TX	TEXAS	27.7871	-97.6618	254.6	67.2	321.8	-17.6	304.2	-5.5
CORPUS CHRISTI	2161	KCS	TX	TEXAS	27.7858	-97.4832	277.3	73.2	350.5	-4.8	345.7	-1.4
LAREDO YARD	2009	KCS	TX	TEXAS	27.4983	-99.4276	157.5	41.6	199.1	-7.2	191.9	-3.6
LAREDO	2001	KCS	TX	TEXAS	27.2959	-99.2324	1105.6	291.9	1397.4	-18.5	1379	-1.3
PORT OF BROWNSVIL	64	KCSM	TX	TEXAS	25.9536	-97.4122	54	14.3	68.3	0	68.3	0
BROWNSVILLE	31700	KCSM	TX	TEXAS	25.9022	-97.5064	350.6	92.6	443.2	0.9	444	0.2
EAST MOLINE	541	CPRS	LA	LOUISIANA	41.5311	-90.4284	0	0	0	0	0	6.3
COTTON VALLEY	7061	KCS	LA	LOUISIANA	32.8206	-93.4169	12.7	3.3	16	1.4	17.4	8.7
ARCADIA	1055	KCS	LA	LOUISIANA	32.551	-92.9246	19	5	24.1	0	24.1	0.2
GIBSLAND	1047	KCS	LA	LOUISIANA	32.5466	-93.0514	45.4	12	57.3	1.3	58.6	2.2
SIBLEY	7083	KCS	LA	LOUISIANA	32.5437	-93.2941	19.9	5.3	25.2	1.4	26.6	5.7
SIMSBORO	1063	KCS	LA	LOUISIANA	32.5332	-92.783	4.5	1.2	5.6	0.2	5.8	3.2
DOYLINE	5083	KCS	LA	LOUISIANA	32.5189	-93.4159	11.8	3.1	14.9	0	14.9	0
SHREVEPORT	554	KCS	LA	LOUISIANA	32.5164	-93.8052	1245.4	328.8	1574.2	80.7	1654.9	5.1
BOSSIER CITY	562	KCS	LA	LOUISIANA	32.5163	-93.7384	63.1	16.6	79.7	1.5	81.2	1.9
MONROE	1103	KCS	LA	LOUISIANA	32.5032	-92.1042	95.3	25.2	120.5	0.3	120.8	0.2
TALLULAH	1157	KCS	LA	LOUISIANA	32.4016	-91.1998	3.2	0.8	4.1	0.1	4.2	3
ADVANCE	1739	KCS	LA	LOUISIANA	32.2789	-92.7375	38	10	48	1.1	49.1	2.3
BAYOU PIERRE	580	KCS	LA	LOUISIANA	32.1483	-93.5519	53.3	14.1	67.4	0.2	67.5	0.2
PRT OF NATCHITOCH	3063	KCS	LA	LOUISIANA	31.7598	-93.094	1.4	0.4	1.8	0	1.8	1.6
ZWOLLE	623	KCS	LA	LOUISIANA	31.6363	-93.6435	11.8	3.1	14.9	0.6	15.4	3.9
ALEXANDRIA	7194	KCS	LA	LOUISIANA	31.2748	-92.4398	19.2	5.1	24.3	0.1	24.4	0.4
LATANIER	3133	KCS	LA	LOUISIANA	31.2019	-92.3561	54.7	14.4	69.1	0.1	69.2	0.2
LEESVILLE	669	KCS	LA	LOUISIANA	31.1374	-93.2748	59.2	15.6	74.8	0.6	75.5	0.8
DE RIDDER	690	KCS	LA	LOUISIANA	30.8387	-93.2811	16.8	4.4	21.2	0	21.3	0.2
BROOKLAWN	3228	KCS	LA	LOUISIANA	30.5467	-91.1756	43.5	11.5	54.9	0.8	55.8	1.5
LOBDELL	3225	KCS	LA	LOUISIANA	30.4928	-91.2421	0	0	0	0.9	0.9	0
BATON ROUGE	3227	KCS	LA	LOUISIANA	30.4848	-91.1866	413.4	109.1	522.5	5.2	527.7	1
DE QUINCY	719	KCS	LA	LOUISIANA	30.4454	-93.4322	0.1	0	0.1	0	0.2	21.1
MOSSVILLE	2736	KCS	LA	LOUISIANA	30.2474	-93.3012	66.4	17.5	83.9	1	84.9	1.2
WEST LAKE	2740	KCS	LA	LOUISIANA	30.2376	-93.25	15.5	4.1	19.6	0.3	19.9	1.5
LAKE CHARLES	2742	KCS	LA	LOUISIANA	30.2255	-93.2115	36.8	9.7	46.5	0.2	46.7	0.5
GEISMAR	49072	KCS	LA	LOUISIANA	30.2033	-91.0211	33.8	8.9	42.7	1.3	44	3.1
WEST LAKE CHARLES	2751	KCS	LA	LOUISIANA	30.1543	-93.3423	3.3	0.9	4.2	0.1	4.3	2.9
RESERVE	3276	KCS	LA	LOUISIANA	30.0607	-90.563	86.3	22.8	109.1	0.6	109.6	0.5
GARYVILLE	3275	KCS	LA	LOUISIANA	30.0585	-90.6192	39.7	10.5	50.2	0.3	50.5	0.6
GRAMERCY	3269	KCS	LA	LOUISIANA	30.047	-90.6861	30.5	8.1	38.6	0	38.6	0
NEW ORLEANS	3308	KCS	LA	LOUISIANA	29.945	-90.162	364.1	96.1	460.2	6.3	466.5	1.4
SALTILLO	2041	KCS	MS	MISSISSIPPI	34.3833	-88.6891	5.4	1.4	6.8	0	6.8	0.1
TUPELO	2050	KCS	MS	MISSISSIPPI	34.2545	-88.7132	25.9	6.8	32.8	0	32.8	0
WEST POINT	2096	KCS	MS	MISSISSIPPI	33.6092	-88.6486	1.4	0.4	1.8	0	1.8	0.7
ARTESIA	2110	KCS	MS	MISSISSIPPI	33.417	-88.6429	370.2	97.7	468	2.2	470.1	0.5
ARBELA	60005	KCS	MS	MISSISSIPPI	33.4114	-88.6442	147.7	39	186.7	2.1	188.8	1.1

Yard Location							Cars Processed Per Day					
Yard Name	FSAC	SCAC	State	State	Latitude	Longitude	Base	Organic Growth	2027 Without Merger	Merger Related Growth	2027 With Merger	Merger Related Growth Percentage
CLINTON	1212	KCS	MS	MISSISSIPPI	32.3397	-90.3349	308.2	81.4	389.6	0.1	389.7	0
VICKSBURG	1177	KCS	MS	MISSISSIPPI	32.3291	-90.8708	61.8	16.3	78.1	0.2	78.3	0.3
JACKSON	1222	KCS	MS	MISSISSIPPI	32.2989	-90.1906	522.3	137.9	660.2	-51.8	608.4	-7.8
MERIDIAN	1318	KCS	MS	MISSISSIPPI	32.2941	-88.499	395.3	104.4	499.6	0.7	500.3	0.1
MONUMENT	1223	KCS	MS	MISSISSIPPI	32.224	-90.443	0	0	0	0.2	0.2	0
BROOKWOOD	2898	KCS	AL	ALABAMA	33.2814	-87.2847	96.7	25.5	122.2	0.1	122.3	0.1

Master Segment Table Footnotes

These footnotes highlight the current major Trackage and Haulage agreements between CP or KCS and other Class 1 Railroads. Not all agreements with other Class 1 carriers are included, nor are any agreements with Regional and Shortline railroads.

1. CP operates via Trackage rights between Minneapolis, MN and Superior, WI over BNSF's Staples Subdivision, Hinckley Subdivision and Lakes Subdivision. UP also has Trackage rights over these subdivisions. BNSF and UP traffic is not included in the Master Segment Table.
2. The majority of CP traffic in the Twin Cities terminal moving between St. Paul Yard and Humbolt and Shoreham Yards utilize Trackage rights over the BNSF St. Paul Subdivision and BNSF Midway Subdivision. Traffic is allocated between the two different routes at the discretion of the BNSF dispatcher. BNSF traffic is not included in the Master Segment Table.
3. CN has Trackage rights across Minneapolis on CP's Withrow Subdivision. CN traffic is not included in the Master Segment Table.
4. Between St. Paul and St. Croix, MN, CP and BNSF operate a directional running zone with all eastbound traffic on CP's River Subdivision and all westbound traffic on BNSF's St. Paul Subdivision. For the Master Segment Table, all CP traffic is shown on CP owned tracks and BNSF traffic is not included.
5. UP operates via Trackage rights between Tunnel City on CP's Tomah Subdivision and Winona on CP's River Subdivision. UP traffic is not included in the Master Segment Table.
6. UP has Trackage rights and controls dispatching on CP's Owatonna Subdivision between Comus and Rosemount, MN. UP traffic is not included in the Master Segment Table.
7. CP operates over a 1.75 mile portion of CN's Dubuque Subdivision through Dubuque, IA via Trackage rights. CN traffic is not included in the Master Segment Table.
8. CP traffic moving between CP's C&M Subdivision and Bensenville Yard moves via Trackage rights over UP's Milwaukee Subdivision. UP traffic is not included in the Master Segment Table.
9. CP Intermodal Traffic moving between Chicago and Detroit or eastern Canada is moved by CSX under a Haulage agreement.
10. CP non-Intermodal Traffic moving between Chicago and Detroit or eastern Canada moves via Trackage rights over track owned by BRC and NS. The Master Segment Table does not include other railroad's traffic.

11. BNSF operates over CP's Davenport Subdivision via Trackage rights between Davenport and Clinto, IA. BNSF traffic is not included in the Master Segment Table.
12. CP and UP operate a double track corridor between Polo, Mo and Kansas City, MO with each carrier owning one of the mainlines (CP Kansas City Subdivisions / UP Trenton Subdivision). For the Master Segment Table, all CP traffic is shown on the CP owned track and UP traffic is not included.
13. KCS traffic to Council Bluffs, IA, Omaha and Lincoln, NE and Atchison and Topeka, KS moves via a Haulage agreement with UP.
14. BNSF has Trackage rights over the Pittsburg Subdivision in Pittsburg, KS. BNSF traffic is not included in the Master Segment Table.
15. KCS and UP jointly own the tracks between Godfrey and East St. Louis, IL (KCS East St. Louis Terminal / UP Springfield Subdivision). UP traffic is not included in the Master Segment Table.
16. KCS operates via Trackage rights on the BNSF Fort Worth Subdivision between Alliance and Dalton Jct. BNSF traffic is not included in the Master Segment Table.
17. KCS operates via Trackage rights on track owned by DART between Wylie and Renner, TX.
18. UP has Trackage rights over the KCS Beaumont Subdivision between Beaumont, TX and DeQuincy, LA. UP traffic is not included in the Master Segment Table.
19. KCS traffic operating between Beaumont and Rosenberg, TX moves across the Houston metro region via Trackage rights over UP. BNSF also has Trackage rights over UP through the Houston metro region. The dispatching of trains is controlled by the Spring, TX joint dispatching facility and governed by an "any clear route" principal in order to maintain the fluidity of rail movement in the metro region. The most common route utilized by westbound KCS trains is the UP Lafayette Subdivision between Beaumont and Tower 87, the UP Terminal Subdivision between Tower 87 and West Jct (via Eureka Jct) and the UP Glidden Subdivision between West Jct and Rosenberg. The most common route utilized by eastbound KCS trains is the UP Glidden Subdivision between Rosenberg and West Jct, the UP Terminal Subdivision between West Jct and Tower 26 (via Eureka Jct), the UP West Belt Subdivision between Tower 26 and Belt Jct, the UP East Belt Subdivision between Belt Jct and and Gulf Coast Jct and the UP Beaumont Subdivision between Gulf Coast Jct and Beaumont. For the Master Segment Table, KCS traffic has been consolidated into a single route between Rosenberg and Beaumont. The Master Segment Table does not include UP or BNSF traffic.
20. KCS traffic between Victoria and Robstown moves via Trackage rights over UP's Cuero Subdivision between Victoria and Placedo, UP's Angleton Subdivision between Placedo and Bloomington and UP's Brownsville Subdivision between Bloomington and Robstown. BNSF also

has Trackage rights over these subdivisions. The Master Segment Table does not include UP or BNSF traffic.

21. KCS traffic in the New Orleans terminal moves via Trackage rights over the CN McComb Subdivision and the NS New Orleans terminal Back Belt Line between Frellsen and Shrewsbury. CN and NS traffic is not included in the Master Segment Table.
22. KCS moves NS trains in Haulage service as part of the Meridian Speedway between Shreveport, LA and Meridian, MS. NS traffic is not included in the Master Segment Table.
23. KCS operates over 0.9 Miles of CN's McComb Subdivision via Trackage rights through Jackson, MS. CN traffic is not included in the Master Segment Table.
24. KCS traffic moving between the Gulfport Subdivision at Hattiesburg, MS and the Meridian Subdivision at Jackson, MS is moved by CN under a haulage agreement.

AMENDED OPERATING PLAN APPENDIX U

**IMPACT OF CHANGES FROM OCTOBER 2021 OPERATING
PLAN ON ENVIRONMENTAL REVIEW THRESHOLD
STATISTICS**

APPENDIX U - IMPACT OF CHANGES FROM OCTOBER 2021 OPERATING PLAN ON ENVIRONMENTAL REVIEW THRESHOLD STATISTICS

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	-6
					AMENDED OP. PLAN TRAIN COUNT INCREASES	OCT. 2021 Op. PLAN TRAIN COUNT INCREASES	CHANGE IN TRAIN COUNT INCREASE VS. OCT. 2021 Op. PLAN [= (1)–(2)]	AMENDED OP. PLAN % INCREASE IN MGTS	OCT. 2021 Op. PLAN % INCREASE IN MGTS	CHANGE IN % INCREASE IN MGTS VS. OCT. 2021 Op. PLAN [=(4)–(5)]
CP	1	C-PORT-01	PORTAL	FLAXTON,ND - PORTAL,ND	0.78	0.78	0.00	13.3%	13.3%	0.0%
CP	2	C-PORT-02	PORTAL	KENMARE,ND - FLAXTON,ND	0.78	0.78	0.00	13.3%	13.3%	0.0%
CP	3	C-PORT-03	PORTAL	DRAKE,ND - KENMARE,ND	0.78	0.78	0.00	11.1%	11.1%	0.0%
CP	4	C-PORT-04	PORTAL	HARVEY,ND - DRAKE,ND	0.78	0.78	0.00	10.4%	10.4%	0.0%
CP	5	C-LIGN-01	LIGNITE	FLAXTON,ND - STAMPEDE,ND	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	6	C-NEWT-01	NEWTOWN	DRAKE,ND - MAX,ND	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	7	C-NEWT-02	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	8	C-NEWT-03	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	9	C-CARR-01	CARRINGTON	ENDERLIN,ND - HARVEY,ND	0.78	0.78	0.00	11.6%	11.6%	0.0%
CP	10	C-ELLA-01	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	0.89	0.89	0.00	13.1%	13.1%	0.0%
CP	11	C-ELLA-02	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	0.89	0.89	0.00	12.3%	12.3%	0.0%
CP	12	C-ELLA-03	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	0.89	0.89	0.00	12.4%	12.4%	0.0%
CP	13	C-ELLA-04	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	0.89	0.89	0.00	12.2%	12.2%	0.0%
CP	14	C-VEBL-01	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	15	C-VEBL-02	VEBLEN	SD/ND B,SD - ROSHOLT,SD	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	16	C-NOYE-01	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	2.47	2.47	0.00	53.0%	53.0%	0.0%
CP	17	C-BEMI-02	BEMIDJI	GULLY,MN - PLUMMER,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	18	C-DELA-01	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	2.58	2.58	0.00	50.9%	50.9%	0.0%
CP	19	C-DELA-02	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	2.58	2.58	0.00	49.3%	49.2%	0.0%

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CP	20	C-DELA-03	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	2.58	2.58	0.00	49.3%	49.2%	0.0%
CP	21	C-PAYN-01	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	3.59	3.59	0.00	24.5%	24.5%	0.0%
CP	22	C-PAYN-02	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	3.59	3.59	0.00	24.7%	24.7%	0.0%
CP	23	C-PAYN-03	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	3.59	3.59	0.00	23.7%	23.7%	0.0%
CP	24	C-PAYN-04	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	3.59	3.59	0.00	23.7%	23.7%	0.0%
CP	25	C-MNS-01	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	0.00	0.00	0.00	7.8%	7.8%	0.0%
CP	26	C-MNS-02	MN&S SPUR	ATWOOD,MN - NESBITT,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	27	C-BASS-01	BASS LAKE SPUR	BASS LAKE SPUR (Other)	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	28	C-DULU-01	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	29	C-DULU-02	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	30	C-DULU-03	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	31	C-DULU-04	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	32	C-DULU-05	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	33	B-DULU-01	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	34	B-TWIN-01	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	35	C-STPA-01	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	36	C-WITH-01	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	0.00	0.00	0.00	7.9%	7.9%	0.0%
CP	37	C-WITH-02	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%

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CP	38	C-MEPA-01	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	3.59	3.59	0.00	0.0%	0.0%	0.0%
CP	39	C-RIVE-01	RIVER	NEWPORT,MN - ST PAUL,MN	4.59	4.59	0.00	24.4%	24.3%	0.0%
CP	40	C-RIVE-02	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	6.00	6.00	0.00	25.3%	25.3%	0.0%
CP	41	C-SAVA-01	SAVAGE SPUR	SAVAGE SPUR (Other)	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	42	C-OWAT-01	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	0.00	0.00	0.00	4.7%	4.7%	0.0%
CP	43	C-OWAT-02	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	44	C-OWAT-03	OWATONNA	RAMSEY,MN - COMUS,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	45	C-TRAC-01	TRACY	WASECA,MN - WEST MANKATO,MN	0.41	0.41	0.00	21.3%	21.3%	0.0%
CP	46	C-TRAC-02	TRACY	WEST MANKATO,MN - SANBORN,MN	0.41	0.41	0.00	28.1%	28.1%	0.0%
CP	47	C-TRAC-03	TRACY	SANBORN,MN - TRACY,MN	0.41	0.41	0.00	33.1%	33.0%	0.0%
CP	48	C-WASE-01	WASECA	ROCHESTER,MN - WASECA,MN	0.41	0.41	0.00	16.6%	16.6%	0.0%
CP	49	C-WASE-02	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	0.41	0.41	0.00	19.2%	19.2%	0.0%
CP	50	C-JACK-01	JACKSON	RAMSEY,MN - JACKSON,MN	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	51	C-MARQ-01	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	6.00	6.00	0.00	89.3%	89.2%	0.0%
CP	52	C-MARQ-02	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	6.00	6.00	0.00	89.3%	89.2%	0.0%
CP	53	C-MARQ-03	MARQUETTE	SABULA,IA - MARQUETTE,IA	6.40	6.40	0.00	55.1%	55.1%	0.0%
CP	54	C-TOMA-01	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	0.00	0.00	0.00	0.7%	0.7%	0.0%
CP	55	C-TOMA-02	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	0.00	0.00	0.00	1.0%	1.0%	0.0%
CP	56	C-TOMA-03	TOMAH	NEW LISBON,WI - LA CROSSE,WI	0.00	0.00	0.00	1.1%	1.1%	0.0%

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CP	57	C-TOMA-04	TOMAH	PORTAGE,WI - NEW LISBON,WI	0.00	0.00	0.00	1.4%	1.4%	0.0%
CP	58	C-MP-01	M & P	PORTAGE,WI - MADISON,WI	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	59	C-MP-02	M & P	M & P (Other)	0.00	0.00	0.00	6.1%	6.1%	0.0%
CP	60	C-WATE-01	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	0.00	0.00	0.00	1.2%	1.2%	0.0%
CP	61	C-WATE-02	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	0.00	0.00	0.00	1.5%	1.5%	0.0%
CP	62	C-WATE-03	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	0.00	0.00	0.00	1.8%	1.8%	0.0%
CP	63	C-WATE-04	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	0.00	0.00	0.00	1.8%	1.8%	0.0%
CP	64	C-WATE-05	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	0.00	0.00	0.00	1.8%	1.8%	0.0%
CP	65	C-WATE-06	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	0.00	0.00	0.00	1.7%	1.7%	0.0%
CP	66	C-CM-01	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	0.00	0.00	0.00	2.1%	2.1%	0.0%
CP	67	C-CM-02	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	0.00	0.00	0.00	2.1%	2.1%	0.0%
CP	68	C-CM-03	C&M WEST	RONDOUT,IL - WI/IL C&M,WI	0.00	0.00	0.00	2.1%	2.1%	0.0%
CP	69	C-CM-04	C&M	NORTHBROOK,IL - RONDOUT,IL	0.00	0.00	0.00	2.1%	2.1%	0.0%
CP	70	C-CM-05	C&M	SHERMER,IL - NORTHBROOK,IL	0.00	0.00	0.00	2.1%	2.1%	0.0%
CP	71	C-CM-06	C&M	TOWER A2,IL - SHERMER,IL	0.00	0.00	0.00	1.8%	1.8%	0.0%
CP	72	C-CM-07	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	73	C-FOLA-01	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	74	C-SHEL-01	SHELDON	MASON CITY,IA - SHELDON,IA	0.00	0.00	0.00	0.0%	0.0%	0.0%

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CP	75	C-MACI-01	MASON CITY	MARQUETTE,IA - MASON CITY,IA	0.41	0.41	0.00	18.1%	18.1%	0.0%
CP	76	C-CHIC-01	CHICAGO	CHICAGO (Other)	8.00	8.00	0.00	85.6%	85.5%	0.0%
CP	77	C-CHIC-02	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	8.00	8.00	0.00	109.9%	109.8%	0.1%
CP	78	C-CHIC-03	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	8.00	8.00	0.00	174.0%	173.9%	0.1%
CP	79	C-ROCK-01	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	0.00	0.00	0.00	10.7%	10.7%	0.0%
CP	80	C-ROCK-02	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	81	C-ELGI-01	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	8.00	8.00	0.00	179.9%	179.8%	0.1%
CP	82	C-ELGI-02	ELGIN	BENSENVILLE,IL - TOWER B12,IL	6.43	6.43	0.00	21.4%	21.4%	0.0%
CP	83	C-ELGI-03	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	0.00	0.00	0.00	9.7%	9.7%	0.0%
CP	84	C-ELGI-04	ELGIN	ELGIN (Other)	0.00	0.00	0.00	1.6%	1.6%	0.0%
CP	85	M-CHIC-01	MTP TOWER B17-TOWER A20	MTP TOWER B17-TOWER A20 (Other)	0.00	0.00	0.00	2.5%	2.5%	0.0%
CP	86	M-CHIC-02	MTP BRC TRACKS	MTP BRC TRACKS (Other)	0.00	0.00	0.00	4.2%	4.2%	0.0%
CP	87	S-CHIC-01	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	0.00	0.00	0.00	13.5%	13.5%	0.0%
CP	88	S-CHIC-02	NS CHICAGO LINE	PORTER,IN - CP 502,IN	0.00	0.00	0.00	10.7%	10.7%	0.0%
CP	89	S-CHIC-03	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	0.00	0.00	0.00	10.7%	10.7%	0.0%
CP	90	S-CHIC-04	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	0.00	0.00	0.00	10.7%	10.7%	0.0%
CP	91	S-HUNT-01	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	0.00	0.00	0.00	10.7%	10.7%	0.0%
CP	92	S-DETR-01	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	-1.27	-1.27	0.00	10.7%	10.7%	0.0%

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CP	93	S-DETR-02	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	0.00	0.00	0.00	10.7%	10.7%	0.0%
CP	94	S-DETR-03	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	0.00	0.00	0.00	10.7%	10.7%	0.0%
CP	95	C-DAVE-01	DAVENPORT	SABULA,IA - CLINTON,IA	14.40	14.40	0.00	104.8%	104.7%	0.1%
CP	96	C-DAVE-02	DAVENPORT	CLINTON,IA - WATER WORKS,IA	14.40	4.40	10.00	120.3%	214.1%	-93.8%
CP	97	C-DAVE-03	DAVENPORT	WATER WORKS,IA - NAHANT,IA	14.40	14.40	0.00	120.3%	120.3%	0.1%
CP	98	C-NITR-01	NITRIN	EAST MOLINE,IL - CEFFCO,IL	0.00	0.00	0.00	37.9%	37.8%	0.0%
CP	99	C-OTTU-01	OTTUMWA	NAHANT,IA - MUSCATINE,IA	14.40	14.40	0.00	139.3%	139.2%	0.1%
CP	100	C-OTTU-02	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	14.40	14.40	0.00	146.7%	146.7%	0.1%
CP	101	C-ELDR-01	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	102	C-LARE-01	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	14.40	14.40	0.00	245.2%	245.1%	0.1%
CP	103	C-LARE-02	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	14.40	14.40	0.00	305.4%	305.3%	0.2%
CP	104	C-KACI-01	KANSAS CITY NORTH	KANSAS CITY NORTH (Other)	14.40	14.40	0.00	254.2%	254.0%	0.1%
CP	105	C-KACI-02	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	14.40	14.40	0.00	322.5%	322.4%	0.2%
CP	106	C-CANA-01	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	0.00	0.00	0.00	1.4%	1.4%	0.0%
CP	107	C-CANA-02	CANADIAN	CPC 38,NY - WHITEHALL,NY	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	108	C-CANA-03	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	109	C-CACO-01	CANADIAN CONNECTOR	CANADIAN CONNECTOR (Other)	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	110	C-FRNO-01	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	0.00	0.00	0.00	1.5%	1.5%	0.0%

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CP	111	C-FRNO-02	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	112	C-COLO-01	COLONIE	ALBANY,NY - MECHANICVILLE,NY	0.00	0.00	0.00	1.6%	1.6%	0.0%
CP	113	C-NEWP-01	NEWPORT	BORDER,PQ - NEWPORT,VT	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	114	C-MOOS-01	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	0.00	0.00	0.00	7.3%	7.3%	0.0%
CP	115	C-BANG-01	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	116	C-ROCL-01	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	0.00	0.00	0.00	0.0%	0.0%	0.0%
CP	117	C-MILL-01	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	118	K-PITT-01	PITTSBURG	KANSAS CITY,MO - PITTSBURG,KS	12.83	12.83	0.00	79.2%	76.7%	2.4%
KCS	119	K-MEXI-01	MEXICO	KANSAS CITY,MO - SLATER,MO	0.00	0.00	0.00	12.9%	13.6%	-0.7%
KCS	120	K-MEXI-02	MEXICO	SLATER,MO - MEXICO,MO	0.00	0.00	0.00	13.1%	15.2%	-2.0%
KCS	121	K-ROOD-01	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	0.00	0.00	0.00	13.0%	15.4%	-2.4%
KCS	122	K-SPRI-01	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	123	K-SPRI-02	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	124	K-SPRI-03	SPRINGFIELD	SPRINGFIELD (Other)	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	125	K-JACK-01	JACKSONVILLE	MURRAYVILLE,IL - JACKSONVILLE,IL	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	126	K-GODF-01	GODFREY	ROODHOUSE,IL - GODFREY,IL	0.00	0.00	0.00	16.8%	16.0%	0.9%
KCS	127	K-ESLT-01	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	0.00	0.00	0.00	17.3%	15.2%	2.1%
KCS	128	K-ESLT-02	EAST ST LOUIS TERMINAL	EAST ST LOUIS TERMINAL (Other)	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	129	K-HEAV-01	HEAVENER	PITTSBURG,KS - WATTS,OK	12.40	12.40	0.00	72.3%	82.0%	-9.8%

APPENDIX U - IMPACT OF CHANGES FROM OCTOBER 2021 OPERATING PLAN ON ENVIRONMENTAL REVIEW THRESHOLD STATISTICS

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	-6
					AMENDED OP. PLAN TRAIN COUNT INCREASES	OCT. 2021 Op. PLAN TRAIN COUNT INCREASES	CHANGE IN TRAIN COUNT INCREASE VS. OCT. 2021 Op. PLAN [= (1)–(2)]	AMENDED OP. PLAN % INCREASE IN MGTS	OCT. 2021 Op. PLAN % INCREASE IN MGTS	CHANGE IN % INCREASE IN MGTS VS. OCT. 2021 Op. PLAN [=(4)–(5)]
KCS	130	K-HEAV-02	HEAVENER	WATTS,OK - POTEAU,OK	12.40	12.40	0.00	78.2%	84.1%	-6.0%
KCS	131	K-HEAV-03	HEAVENER	POTEAU,OK - HEAVENER,OK	12.40	12.40	0.00	79.9%	85.7%	-5.7%
KCS	132	K-FSB-01	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	133	K-SHRE-01	SHREVEPORT	HEAVENER,OK - DE QUEEN,AR	12.40	12.40	0.00	82.7%	87.4%	-4.7%
KCS	134	K-SHRE-02	SHREVEPORT	DE QUEEN,AR - ASHDOWN,AR	12.40	12.40	0.00	60.3%	61.5%	-1.2%
KCS	135	K-SHRE-03	SHREVEPORT	ASHDOWN,AR - SHREVEPORT,LA	12.40	12.40	0.00	104.9%	111.1%	-6.2%
KCS	136	K-SHRE-04	SHREVEPORT TERMINAL 1	SHREVEPORT TERMINAL 1 (Other)	10.97	10.97	0.00	52.5%	55.6%	-3.0%
KCS	137	K-SHRE-05	SHREVEPORT TERMINAL 2	SHREVEPORT TERMINAL 2 (Other)	-1.43	-1.43	0.00	15.9%	14.2%	1.7%
KCS	138	K-GREE-01	GREENVILLE	GREENVILLE,TX - WYLIE,TX	1.29	1.29	0.00	59.0%	51.6%	7.4%
KCS	139	K-GREE-02	GREENVILLE	SHREVEPORT,LA - GREENVILLE,TX	1.28	1.28	0.00	46.2%	40.4%	5.7%
KCS	140	K-ALLI-01	ALLIANCE	ALLIANCE,TX - METRO,TX	0.00	0.00	0.00	150.3%	189.3%	-39.0%
KCS	141	K-ALLI-02	ALLIANCE	METRO,TX - RENNER,TX	0.00	0.00	0.00	121.2%	137.3%	-16.1%
KCS	142	K-ALLI-03	ALLIANCE	RENNER,TX - WYLIE,TX	0.00	0.00	0.00	103.6%	112.1%	-8.5%
KCS	143	K-DALL-01	DALLAS	DALLAS,TX - WYLIE,TX	0.00	0.00	0.00	23.1%	20.0%	3.0%
KCS	144	K-WRB-01	WHITE ROCK BRANCH	RENNER,TX - DALLAS,TX	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	145	K-BEAU-01	BEAUMONT	SHREVEPORT, LA - LEESVILLE,LA	10.83	10.83	0.00	106.6%	100.3%	6.3%
KCS	146	K-BEAU-02	BEAUMONT	LEESVILLE,LA - DE QUINCY,LA	10.83	10.83	0.00	120.0%	111.5%	8.4%
KCS	147	K-BEAU-03	BEAUMONT	DE QUINCY,LA - BEAUMONT,TX	10.97	10.97	0.00	117.4%	109.8%	7.6%
KCS	148	K-BEAU-04	BEAUMONT	BEAUMONT,TX - PORT ARTHUR,TX	3.66	3.66	0.00	291.0%	254.2%	36.9%

APPENDIX U - IMPACT OF CHANGES FROM OCTOBER 2021 OPERATING PLAN ON ENVIRONMENTAL REVIEW THRESHOLD STATISTICS

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	-6
					AMENDED OP. PLAN TRAIN COUNT INCREASES	OCT. 2021 Op. PLAN TRAIN COUNT INCREASES	CHANGE IN TRAIN COUNT INCREASE VS. OCT. 2021 Op. PLAN [= (1)-(2)]	AMENDED OP. PLAN % INCREASE IN MGTS	OCT. 2021 Op. PLAN % INCREASE IN MGTS	CHANGE IN % INCREASE IN MGTS VS. OCT. 2021 Op. PLAN [=(4)-(5)]
KCS	149	U-BEAU-01	UP BEAUMONT TO ROSENBERG	BEAUMONT TO ROSENBERG	7.57	7.57	0.00	82.4%	72.9%	9.6%
KCS	150	K-LACH-01	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	-0.14	-0.14	0.00	14.8%	12.9%	1.9%
KCS	151	K-LACH-02	LAKE CHARLES	MOSSVILLE,LA - WEST LAKE, LA	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	152	K-ROSE-01	ROSENBERG	ROSENBERG,TX - KENDLETON,TX	8.32	8.32	0.00	45.4%	67.5%	-22.1%
KCS	153	K-ROSE-02	ROSENBERG	KENDLETON,TX - VICTORIA,TX	8.32	8.32	0.00	42.6%	63.3%	-20.7%
KCS	154	U-VICT-01	VICTORIA TO ROBSTOWN	VICTORIA,TX - PLACEDO,TX (UP)	8.32	8.32	0.00	73.4%	68.4%	5.0%
KCS	155	U-VICT-02	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - ROBSTOWN,TX	8.32	8.32	0.00	73.4%	68.4%	5.0%
KCS	156	K-LARE-01	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	-1.29	-1.29	0.00	2.8%	2.5%	0.3%
KCS	157	K-LARE-02	KCS LAREDO	ROBSTOWN,TX - LAREDO,TX	8.03	8.03	0.00	31.3%	30.7%	0.6%
KCS	158	K-ALEX-01	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	0.00	0.00	0.00	12.7%	15.7%	-3.0%
KCS	159	K-ALEX-02	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	0.00	0.00	0.00	13.7%	16.3%	-2.7%
KCS	160	K-NEWO-01	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	0.00	0.00	0.00	15.3%	14.2%	1.1%
KCS	161	K-NEWO-02	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	0.00	0.00	0.00	16.1%	14.2%	1.9%
KCS	162	K-VICK-01	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	-1.43	-1.43	0.00	17.2%	15.2%	2.0%
KCS	163	K-VICK-02	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	-1.43	-1.43	0.00	17.2%	15.3%	1.9%
KCS	164	K-VICK-03	VICKSBURG	GIBSLAND,LA - MONROE,LA	-1.43	-1.43	0.00	16.7%	14.8%	1.9%
KCS	165	K-VICK-04	VICKSBURG	MONROE,LA - VICKSBURG,MS	-1.42	-1.42	0.00	14.9%	13.1%	1.8%
KCS	166	K-MERD-01	MERIDIAN	VICKSBURG,MS - JACKSON,MS	-1.43	-1.43	0.00	11.7%	10.2%	1.5%

APPENDIX U - IMPACT OF CHANGES FROM OCTOBER 2021 OPERATING PLAN ON ENVIRONMENTAL REVIEW THRESHOLD STATISTICS

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	-6
					AMENDED OP. PLAN TRAIN COUNT INCREASES	OCT. 2021 Op. PLAN TRAIN COUNT INCREASES	CHANGE IN TRAIN COUNT INCREASE VS. OCT. 2021 Op. PLAN [= (1)–(2)]	AMENDED OP. PLAN % INCREASE IN MGTs	OCT. 2021 Op. PLAN % INCREASE IN MGTs	CHANGE IN % INCREASE IN MGTs VS. OCT. 2021 Op. PLAN [=(4)–(5)]
KCS	167	K-MERD-02	MERIDIAN	JACKSON,MS - NEWTON,MS	-1.43	-1.43	0.00	9.1%	8.6%	0.5%
KCS	168	K-MERD-03	MERIDIAN	NEWTON,MS - MERIDIAN,MS	-1.43	-1.43	0.00	19.0%	18.1%	0.9%
KCS	169	K-ARTE-01	ARTESIA	MERIDIAN,MS - ARTESIA,MS	0.00	0.00	0.00	8.4%	12.0%	-3.5%
KCS	170	K-ARTE-02	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	171	K-ARTE-03	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	172	K-ARTE-04	ARTESIA	TUPELO,MS - CORINTH,MS	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	173	K-TUSC-01	TUSCALOOSA	TUSCALOOSA (Other)	0.00	0.00	0.00	13.5%	11.7%	1.8%
KCS	174	K-ABER-01	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	175	K-COUN-01	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	176	K-COUN-02	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	177	K-GULF-01	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	0.00	0.00	0.00	0.0%	0.0%	0.0%
KCS	178	K-GULF-02	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	0.00	0.00	0.00	0.0%	0.0%	0.0%

AMENDED OPERATING PLAN EXHIBIT 1

***CN/IC*, FINANCE DOCKET NO. 33556**

**APPLICATION VOL. 2 (CN/IC-7) OPERATING PLAN
(EXHIBIT 13) (FILED JULY 16, 1995) (EXCERPTS)**

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CN/IC-7

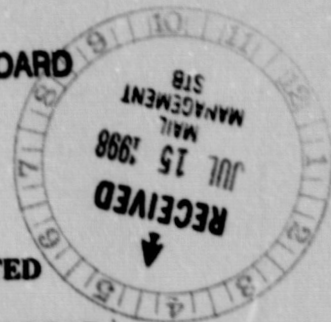
BEFORE THE **JUL 15 1998**
SURFACE TRANSPORTATION BOARD

ENTERED
Office of the Secretary

JUL 16 1998

Part of
Public Record

**SURFACE
TRANSPORTATION BOARD**
Finance Docket No. 33556



**CANADIAN NATIONAL RAILWAY COMPANY,
GRAND TRUNK CORPORATION,
AND GRAND TRUNK WESTERN RAILROAD INCORPORATED
- CONTROL -
ILLINOIS CENTRAL CORPORATION, ILLINOIS CENTRAL RAILROAD
COMPANY, CHICAGO, CENTRAL & PACIFIC RAILROAD COMPANY, AND
CEDAR RIVER RAILROAD COMPANY**

RAILROAD CONTROL APPLICATION

VOLUME 2 OF 4

**TRAFFIC STUDIES, OPERATING PLAN, LABOR IMPACT STATEMENT,
DENSITY CHARTS, AND SUPPORTING STATEMENTS
(EXHIBITS 13 AND 14)**

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FILED

July 1998

JUL 15 1998

**SURFACE
TRANSPORTATION BOARD**

EXHIBIT 13
OPERATING PLAN
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In these areas, the Operating Plan shows how CN and IC activities, personnel, and facilities will be integrated and describes the impacts on service, traffic density, terminal operations and labor.

The quantified benefits resulting from the operating efficiencies described here are summarized in Appendix A to the Application, "Summary of Benefits."

2.0 DEVELOPMENT OF THE OPERATING PLAN

2.1 Base Period

The Operating Plan was constructed using 1996 as the base traffic year. Waybill data for loaded movements of U.S. domestic and cross-border traffic during the base period were gathered from each carrier to develop operational traffic flows. Empty flows were modeled based on historic empty return ratios. Those data were modified to take into account actual and anticipated non-merger-related changes resulting from line sales, abandonments, haulage agreements, and major shipper changes affecting operations and traffic flows since the base year.

To provide as accurate an indication of current operating patterns as possible, CN and IC planners used freight train operations and other daily operating data for the first quarter of 1998.

See the Verified Statement of George C. Woodward and Michael H. Rogers for more detail regarding the development of base year traffic flows.

2.2 Post-Transaction Period

To create a merged CN/IC scenario, the CN and IC 1996 waybill files were combined and then modified to include the impacts of extended rail hauls, new rail marketing opportunities, and diversions from other modes. See the Verified Statements of George C. Woodward and Michael H. Rogers, Joseph G.B. Bryan, and S. Craig Littzen for more detail regarding the diversion analyses.

2.3 Car Flows, Blocking Patterns, Line Segment Changes, and Changes in Yard Activities

Car Flows. A computer model ("MultiRail") developed by MultiModal Applied Systems, Inc., was used to review base period and post-Transaction flows to determine opportunities to develop more efficient blocking and train plans and to calculate car-mile savings. MultiModal developed two different post-Transaction scenarios. The first took account of CN/IC's more efficient operations, but not the expected traffic gains. This "revenue neutral" scenario was developed to assist in quantifying the public benefits of the Transaction. (See the Verified Statement of Christopher D. Kent and John C. Klick for more detail regarding that benefits calculation.) The second scenario developed by MultiModal incorporated the expected traffic gains, and was used for the Operating Plan.

Blocking Patterns. The MultiModal model was used to help design an operating plan for yards and a train plan for the merged network. It suggested changes in blocking patterns which were used both to design train service and to evaluate the levels of post-Transaction yard and terminal activities.

The final CN/IC Operating Plan was developed by determining market responsive, feasible train operations and refining them through an iterative process of running

the MultiModal model with different blocking and train plan scenarios, analyzing the results, and choosing the most efficient approach. Throughout the process, the CN and IC planners focused on the need to ensure that the proposed train schedules, blocking plans, and terminal functions were realistic and would accommodate the forecasted incremental traffic.

Line Segment Changes and Changes in Yard Activities.

The MultiModal model generated counts of trains and gross tonnages for each line segment and car handlings for each yard. The pre-Transaction train counts, gross tonnages, and yard volumes were taken from the base year traffic flows. The post-Transaction train statistics and yard volumes were derived from the new service plan. MultiModal then calculated the changes in train volumes and gross tonnages by line segment, as well as the changes in yard activities.

2.4 Realization of Traffic Gains and Consolidation Benefits

The Operating Plan takes into account the phased realization, over the three-year implementation period, of traffic gains due to diversions and new marketing opportunities estimated in the Traffic Study. The Plan assumes full realization of traffic gains by the third year.

The Operating Plan also considers the impact of phased gains in operating efficiency over the three-year implementation period. Due to the time required to complete some infrastructure improvements, negotiate implementing agreements, and implement operating initiatives, some efficiencies will not be immediately realized. The Operating Plan describes transitional operations during the implementation period when those operations are significantly different from both current operations and merged operations projected after full

integration of CN and IC. Otherwise, the Plan describes only operations expected after full implementation.

3.0 PATTERNS OF SERVICE

3.1 Principal CN and IC Routes

The principal rail lines and routes of CN and IC are shown on the maps submitted as Exhibits 1A and 1B to the Application.

3.2 Consolidation of Main Line Operations

An overview of the current and proposed operations of CN and IC is provided in the accompanying Verified Statement of Terry R. McManaman and Thomas F. Utroska. Unlike other recent Class I mergers, the combination of CN and IC is end-to-end. There is no overlap that will render any lines redundant.

CN's Current Operations. CN's rail network consists of approximately 15,300 route miles serving eight Canadian provinces and six U.S. states. CN's network may be divided into three principal service corridors: Eastern, Western, and Transcontinental.

The Eastern Service Corridor runs from Halifax, Nova Scotia, on the Atlantic Coast of Canada, through Montreal, Quebec, and Toronto, Ontario, to Chicago, Illinois, via the St. Clair Tunnel. Opened in 1995, the St. Clair Tunnel is an integral part of the most direct rail route from eastern Canada to the Chicago gateway. With clearance for high-cube double-stack containers and multi-level automotive cars, this corridor serves as a major conduit for the movement of import-export and domestic intermodal traffic, and provides a key link for automotive products throughout North America. It serves major aluminum, steel, chemical, and plastics manufacturing facilities, and it carries forest products to the

AMENDED OPERATING PLAN EXHIBIT 2

***UP/SP*, FINANCE DOCKET NO. 32760**

**APPLICATION VOL. 3 (UP/SP-24) OPERATING PLAN
(EXHIBIT 13) (FILED NOV. 30, 1995) (EXCERPTS)**

Before the
INTERSTATE COMMERCE COMMISSION

Finance Docket No. 32760

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY
AND MISSOURI PACIFIC RAILROAD COMPANY
— CONTROL AND MERGER —
SOUTHERN PACIFIC RAIL CORPORATION,
SOUTHERN PACIFIC TRANSPORTATION COMPANY, ST. LOUIS
SOUTHWESTERN RAILWAY COMPANY, SPCSL CORP. AND THE
DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

RAILROAD MERGER APPLICATION

VOLUME 3

OPERATING PLAN (EXHIBIT 13), LABOR IMPACT EXHIBIT,
DENSITY CHARTS (EXHIBIT 14), AND SUPPORTING STATEMENTS

LINDA J. MORGAN will not participate in this matter in any way. No files in this matter may be disclosed to Ms. Morgan, and no office personnel, legal or other, may seek her advice on this matter or otherwise discuss this matter with her.

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November 30, 1995

EXHIBIT 13

UP/SP OPERATING PLAN

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UP/SP OPERATING PLAN

1.0 INTRODUCTION

1.1 Purpose and Scope

This Operating Plan describes how a unified Union Pacific/Southern Pacific system would operate and serve its customers. The Operating Plan encompasses the following functional areas: (1) transportation; (2) mechanical; (3) engineering; (4) Operating Department organization; and (5) management information systems and communications. In each of these areas, the Operating Plan shows how SP and UP activities, personnel and facilities would be integrated and describes the expected impacts on service, traffic density, terminal operations and labor. The Operating Plan also reflects the costs and quantified economic benefits of these integrations.

2.0 DEVELOPMENT OF THE OPERATING PLAN

2.1 Base Period

The Operating Plan was constructed using 1994 traffic levels, modified to take into account the estimated impacts of the UP/CNW merger, the BN/Santa Fe merger, and the conditions granted in settlement agreements between the BN/Santa Fe applicants and SP, KCS and UP. These modifications are described in the Traffic Study.

To provide as accurate an indication of operating patterns as possible, UP and SP planners identified freight train schedules and other operating data for the most recent period during 1995 for which this information was available when planning began. Like the traffic data, these data were modified to take into account anticipated changes

resulting from the UP/CNW merger, the BN/Santa Fe merger, and BN/Santa Fe's settlement agreements. The Operating Plan treats three additional events as having been completed before a UP/SP merger. It assumes that UP has completed a new intermodal facility at West Memphis, Arkansas, and a locomotive running repair shop at Hinkle, Oregon, because UP was pursuing those plans before this transaction was announced. The Plan also assumes that through trains cannot operate over the SP line west of Phoenix to Wellton, Arizona, because of SP's independent, pre-merger decision to discontinue service over part of that line.

2.2 Car Flows and Traffic Densities

Traffic data for loaded movements during the base period were developed for each carrier by applying to each loaded movement an empty-return factor for each car type in the opposite direction to the movement of the load, except in a small number of circumstances where this would have distorted known operations involving a backhaul arrangement. As an example, after their release from Geneva Steel at Geneva, Utah, the empty cars that handle iron ore from Minnesota are used for backhaul coal movements to the Midwest from SP coal mines in Utah and Colorado.

For intermodal carloads, it was assumed that 1.83 trailers or containers would move on each intermodal platform. Gross tons were developed by adding to the net tons involved in each loaded movement (1) the tare weight of the car, trailer or container and (2) the tare weight multiplied by the appropriate empty-return factor for the move.

Using a computer model, loaded and empty traffic in the base period for each separate system was routed across that system and assigned to appropriate trains based

on the blocking plan and train schedules for the base period.¹⁷ The computer model maintained counts of trains, cars and gross tonnage on each line segment, as well as car flows through terminals. It also compiled total car-mile, car-hour and gross-ton-mile data. Locomotive tonnages by segment were calculated on the basis of freight gross ton miles.

To create a merged UP/SP scenario, the two traffic data bases were combined and then modified to include the impacts of extended hauls, new marketing opportunities, diversions from trucks, and the UP/SP settlement with BN/Santa Fe. Again using the computer model, the resulting traffic was flowed across a merged UP/SP system and assigned to appropriate blocks and trains based on a merged operating scenario for the UP/SP system.

To quantify changes in line segment density and terminal activity, statistics on car miles, car hours, trains, gross ton-miles and terminal volumes for the merged system were compared with those developed for the separate UP and SP systems. These comparisons suggested changes in routing, blocking, and train schedules, as well as the need for capacity improvements. The final UP/SP Operating Plan was developed through an iterative process of running the computer model with a particular blocking and train schedule scenario, reviewing the results, and then revising the plan as necessary for a subsequent computer run.

Every effort was made to ensure that the proposed train schedules, blocking plans and terminal functions are conservative, realistic and practical and will accommodate

¹⁷ Base-period SP train schedules were identified manually by SP personnel due to variations in SP train operations from those scheduled during that period.

the projected traffic. (UP is using the same transportation planning method to plan new operations today.) For example, we did not assume any improvement in terminal performance, even though changes will be made to improve terminal operations at many locations.

2.3 Realization of Traffic Gains and Consolidation Benefits

The Operating Plan takes into account the phased realization of traffic gains due to diversions and new marketing opportunities estimated in the Traffic Study. The Plan assumes that 30% of these traffic gains to UP/SP would be realized by the first year of unified operation, 70% by the second year, 80% by the third year, 90% by the fourth year, and 100% by the fifth year. Traffic losses due to the line sales and trackage rights associated with the UP/SP-BN/Santa Fe settlement agreement were assumed to begin in the first year of unified UP/SP operation.

The Operating Plan also considers the impact of phased gains in operating efficiency. Due to the time required to complete planned track and terminal upgrades, to construct needed connections and other improvements, and to negotiate labor agreements, operations will not be completely consolidated immediately upon approval. The Plan assumes that 40% of the capital expenditures would occur in the first year of unified operation, 30% in the second year, 20% in the third year, and 10% in the fourth year. In many instances, we identified a specific year in which efficiency improvements are expected to occur. We assumed that 30% of other recurring operating savings would be realized by the first year of unified operation, 70% by the second year, 80% by the third

AMENDED OPERATING PLAN EXHIBIT 3

***BN/SANTA FE*, FINANCE DOCKET NO. 32549
APPLICATION VOL. II (BN/SF-8) OPERATING PLAN
(EXHIBIT 13) (FILED OCT. 1995) (EXCERPTS)**

BEFORE THE
INTERSTATE COMMERCE COMMISSION

Finance Docket No. 32549

BURLINGTON NORTHERN INC. AND
BURLINGTON NORTHERN RAILROAD COMPANY

- CONTROL AND MERGER -

SANTA FE PACIFIC CORPORATION AND
THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

RAILROAD CONTROL AND MERGER APPLICATION

VOLUME II

OPERATING PLAN (EXHIBIT 13),
DENSITY CHARTS (EXHIBIT 14),
LABOR IMPACT EXHIBIT AND
SUPPORTING VERIFIED STATEMENTS

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October 1994

OPERATING PLAN

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detector utilization, vegetation control and rail grinding. The projected yearly impact of these savings is in excess of \$5.7 million.

Telecommunications and Signals

- Combining BN and Santa Fe's telecommunication and signal functions will produce a reduction of 2 exempt and 10 scheduled employees.
- The purchasing efficiencies stemming from the consolidation will produce annual benefits of \$2.5 million.

Purchasing and Materials

- Leverage in the acquisition of rail, fuel and ties will result in annual savings of over \$13.3 million to the combined BN/Santa Fe.

2. DATA SOURCES AND METHODOLOGY

2.1 Base Period

Railroad waybill studies used calendar year 1993 as the data source. Exhibit 14, traffic density charts and tables, also reflect 1993, as required for the Application. 1993 dollars were also used to calculate savings (costs).

Terminal blocking and train schedules reflect those in effect in mid 1994. Train and tonnage line density comparisons use the first half of 1994, annualized, as a base period. In addition to providing up-to-date information, at least two significant events during 1993 cause 1994 data to be more representative for many aspects of operations planning.

First, the great midwestern floods drastically rerouted substantial volumes of traffic on many railroads, including BN and Santa Fe. This continued for many weeks--even months in some instances--and its effects were concentrated in Illinois, Iowa, Missouri, Kansas, Oklahoma, and Texas where BN and Santa Fe each operate. Second, Santa Fe's intermodal haulage trains between Avar, OK and Memphis, TN/Birmingham, AL began operations in mid 1993. This rearranged several important Santa Fe schedules and added density to both railroads' routes.

2.2 Traffic Studies

Three traffic studies were conducted (1) to project new traffic or extensions of existing hauls that BN/Santa Fe would realize as a result of consolidation efficiencies and (2) to determine how junctions for existing BN and Santa Fe traffic would be modified.

- 1993 traffic movements for BN and Santa Fe were sampled and studied by experienced personnel at the two companies to determine the "extended hauls" that would result from BN/Santa Fe single-line service. For example, BN may have moved a car from the upper midwest to Kansas City, for interchange with a carrier other than Santa Fe for movement to a California destination. To the extent that California destination was also served by Santa Fe, the extended haul study would reveal whether that traffic would move via BN/Santa Fe from origin to destination, because of its new single-line service.

- 1993 rail traffic, not handled in whole or in part by BN or Santa Fe, was studied under the companies' direction by ALK Associates, Inc., using the 1993 ICC Waybill Sample. This study identified the traffic that would be directed from existing service to BN/Santa Fe as a result of service improvements.
- Reebie Associates conducted a study of freight now moving by truck in traffic lanes serving specified origin/destination pairs. Reebie applied shipper preference criteria with respect to service and pricing to estimate the proportion of that truck traffic that would divert to BN/Santa Fe. That diversion estimate was confirmed by a study performed by Transmode Consultants, Inc.

These three studies are described in the Verified Statements of Messrs. Bumgarner, Carter, Hornung, Ice, Lewis, Roberts, Stone and Wecker.

2.3 Operating Data

Base case through freight train schedules are those in effect in July 1994. These schedules were taken from BN's Train Brief Book and from Santa Fe's Transportation Service Plan. These documents also outline terminal blocking and scheduled set out and pick up points for each through train. Because of the consolidation's end-to-end nature, most schedules are not affected. Those schedules that are improved, or otherwise changed, are outlined in Section 3.4 and detailed in Attachment 13-B.

Train and tonnage density for all major segments of the BN and Santa Fe systems for the first six months of 1994 was developed. Information was reviewed by operating officers to confirm that it is representative of current densities. Six-months' gross tonnage was doubled to depict annual statistics. Train density is stated as daily average of trains running on a segment.

Yard and terminal activity, in terms of yard crew starts, cars actually switched, and volume in individual blocks, was drawn from sample surveys of major system yards. These surveys represented the first half of 1994, where possible, or special study periods. Other yards in the common territory and affected locations elsewhere on either system were reviewed in a similar manner.

The base case considers as accomplished the following projects which are being pursued by each company independent of this transaction:

- The Santa Fe expansion of its yards in Kansas City (Argentine), and Los Angeles (Hobart);
- The BN expansion of its Galesburg Yard -- Phases One and Two;
- The BN rebuild of its Lincoln Hobson Yard;
- The BN reconfiguration to accommodate Dallas/Fort Worth planned commuter rail service;
- The BN expansion of its intermodal facilities at Memphis and Birmingham.

2.4 Internal Reroutes

In the common territory, there will be consolidation efficiencies as a result of routing traffic over shorter, and/or better service routes. Several factors influence BN/Santa Fe routing decisions, including customer service needs, the nature

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36500

CANADIAN PACIFIC RAILWAY LIMITED, *ET AL.* – CONTROL – KANSAS CITY SOUTHERN, *ET AL.*

EXHIBIT 14
(AMENDED)

DENSITY CHARTS
[SECTION 1180.8(a)(5)]

PART A

ORDINARY COURSE 2019 DENSITY CHARTS AND MAPS

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	ADIRONDACK	DAWSON,PQ - ST JEAN,PQ	4.4-20	1,819	1,368	3,187
CPR	ADIRONDACK	ST JEAN,PQ - DELSON,PQ	20- 34.6	1,790	1,215	3,006
CPR	ADIRONDACK NORTH	DELSON,PQ - SOUTH JCT,PQ	34.6-46.9	7,862	10,392	18,255
CPR	ADIRONDACK NORTH	OUTREMONT,PQ - ST LUC,PQ	46.9-49.1	8,630	7,843	16,473
CPR	ALDERSYDE	LETHBRIDGE,AB - ELTHAM,AB	2.9-70.4	5,753	8,739	14,492
CPR	ALDERSYDE	ELTHAM,AB - ALDERSYDE,AB	70.4-86.6	6,032	8,579	14,611
CPR	ALDERSYDE	ALDERSYDE,AB - 12TH STREET EAST,AB	86.6-119	6,218	8,685	14,903
CPR	ALDERSYDE - HIGH RIVER SPUR	ALDERSYDE,AB - HIGH RIVER,AB	0-6.4	20	50	70
CPR	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	0.7-75.1	471	236	707
CPR	BELLE PLAINE	BELLE PLAINE,SK - LEGACY,SK	0-18.9	656	2,479	3,134
CPR	BELLEVILLE	SMITHS FALLS,ON - OSHAWA,ON	0-175.4	10,340	13,392	23,731
CPR	BELLEVILLE	OSHAWA,ON - TORONTO YARD,ON	175.4-197	10,640	13,801	24,441
CPR	BELLEVILLE	TORONTO YARD,ON - AGINCOURT TFR,ON	197.0-197.1	75	38,010	38,085
CPR	BELLEVILLE	AGINCOURT,ON - LEASIDE,ON	197.1-206.3	17,490	19,648	37,138
CPR	BEMIDJI	GULLY,MN - PLUMMER,MN	411.5-433.8	90	26	115
CPR	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	429.1-445.5	6,699	12,330	19,029
CPR	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	445.5-577.7	173	658	832
CPR	BOUNDARY - ROBSON SPUR	CASTLEGAR,BC - WESTLEY,BC	0-5	78	26	104
CPR	BRECHTER	PRENTISS,AB - JUNE,AB	0-7.8	416	105	521
CPR	BRECHTER	JUNE,AB - LACOMBE,AB	7.8-11.3	2,195	919	3,115
CPR	BREDENBURY	MINNEDOSA,MB - BINS-CARTH,MB	0-76.6	4,485	11,441	15,926
CPR	BREDENBURY	BINS-CARTH,MB - BREDENBURY,SK	76.6-118.6	4,364	10,549	14,912
CPR	BRETON	LEDUC,AB - SUNNYBROOK,AB	0-28	10	9	19
CPR	BROADVIEW	BRANDON,MB - KEMNAY,MB	0-8.2	14,212	21,713	35,925
CPR	BROADVIEW	KEMNAY,MB - VIRDEN,MB	8.2-46.6	13,510	18,671	32,182
CPR	BROADVIEW	VIRDEN,MB - WHITEWOOD,SK	46.6-117.5	15,118	18,416	33,534
CPR	BROADVIEW	WHITEWOOD,SK - BROADVIEW,SK	117.5-130.9	15,497	18,344	33,841
CPR	BROCKVILLE	SMITHS FALLS,ON - BROCKVILLE,ON	0-27.6	303	203	507
CPR	BROOKS	MEDICINE HAT,AB - BASSANO,AB	0-97.6	46,686	30,725	77,411
CPR	BROOKS	BASSANO,AB - WEST CARSELAND,AB	97.6-144.4	47,087	30,767	77,854
CPR	BROOKS	WEST CARSELAND,AB - SHEPARD,AB	144.4-165.6	49,171	31,795	80,966
CPR	BROOKS	SHEPARD,AB - ALYTH,AB	165.6-171.1	48,618	31,551	80,169
CPR	BROOKS	ALYTH,AB - 12TH STREET EAST,AB	171.1-174.5	78,032	61,192	139,224
CPR	BROOKS	12TH STREET EAST,AB - CALGARY,AB	174.5-175.8	56,243	25,981	82,224
CPR	BULYEA	CUPAR,SK - BULYEA JCT,SK	54.5- 86.3	423	108	531
CPR	BYRON CREEK	FABRO,BC - COAL MTN,BC	0.0- 9.9	8	3	11

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	C&M	TOWER A2,IL - SHERMER,IL	0-20.5	14,003	21,700	35,703
CPR	C&M	SHERMER,IL - NORTHBROOK,IL	20.5-21.1	13,979	27,252	41,231
CPR	C&M	NORTHBROOK,IL - RONDOUT,IL	21.1-32.3	14,791	27,198	41,988
CPR	C&M WEST	RONDOUT,IL - WI/IL C&M,WI	32.3-47.4	14,825	27,263	42,088
CPR	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	47.4-62	14,947	27,640	42,587
CPR	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	62-87.1	14,406	26,609	41,016
CPR	CANADIAN	MOHAWK YD,NY - CPC 38,NY	21.7-38.2	1,933	4,877	6,810
CPR	CANADIAN	CPC 38,NY - WHITEHALL,NY	38.2-77.9	2,483	5,213	7,697
CPR	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	77.9-190.6	2,012	5,054	7,066
CPR	CANPA	OBICO YARD,ON - CANPA,ON	0-2.6	-	-	-
CPR	CARBERRY	WINNIPEG,MB - RUGBY,MB	0-1.9	21,279	38,467	59,746
CPR	CARBERRY	RUGBY,MB - WOODMAN,MB	1.9-5.7	20,553	34,402	54,955
CPR	CARBERRY	WOODMAN,MB - PORTAGE LA PRAIRIE,MB	5.7-56.3	18,603	33,598	52,201
CPR	CARBERRY	PORTAGE LA PRAIRIE,MB - BRANDON,MB	56.3-133.1	13,847	21,319	35,166
CPR	CARRINGTON	ENDERLIN,ND - HARVEY,ND	256.2-395.8	16,348	21,950	38,298
CPR	CARTIER	CONISTON,ON - ROMFORD,ON	69.1-72.3	14,271	14,312	28,583
CPR	CARTIER	ROMFORD,ON - SUDBURY,ON	72.3-79	11,850	15,039	26,888
CPR	CARTIER	SUDBURY,ON - LEVACK,ON	79-104.3	10,382	13,405	23,788
CPR	CARTIER	LEVACK,ON - CARTIER,ON	104.3-113	13,702	17,204	30,905
CPR	CASCADE	NORTH BEND,BC - MISSION CITY,BC	0-87	917	28,284	29,201
CPR	CASCADE	MISSION CITY,BC - PIT RIVER M108.4,BC	87-102.3	42,500	17,984	60,484
CPR	CASCADE	PIT RIVER M108.4,BC - COQUITLAM TFR,BC	102.3-111.9	35,905	12,052	47,957
CPR	CASCADE	COQUITLAM,BC - MACAULAY,BC	111.9-112.4	30,747	16,561	47,308
CPR	CASCADE	MACAULAY,BC - IOCO,BC	112.4-115.0	33,132	10,302	43,434
CPR	CASCADE	IOCO,BC - PORT MOODY,BC	115.0-115.6	33,538	10,411	43,949
CPR	CASCADE	PORT MOODY,BC - SECOND NARROWS,BC	115.6-124.1	25,868	8,192	34,060
CPR	CASCADE	SECOND NARROWS,BC - CENTERM WHARF IMS,BC	124.1-129.1	14,649	5,579	20,228
CPR	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	42-79	3,705	6,878	10,583
CPR	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	79-140.5	3,980	7,216	11,196
CPR	CN - ASHCROFT	NEPA,BC - BOSTON BAR,BC	57-125.5	83,207	251	83,458
CPR	CN - YALE FRAS CAN	BOSTON BAR,BC - MATSQUI,BC	0-87.4	84,571	6	84,577
CPR	CN - YALE FRAS CAN	MATSQUI,BC - HYDRO,BC	87.4-101.7	25,467	4,497	29,964

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	CN - YALE FRAS CAN	HYDRO,BC - VANCOUVER THORN YAR,BC	101.7-113.8	8,082	1,731	9,813
CPR	COLONIE	ALBANY,NY - MECHANICVILLE,NY	0-19.1	1,017	1,543	2,560
CPR	COLUMBIA	NELSON,BC - SOUTH SLOCAN,BC	0-11.9	736	1,087	1,822
CPR	COLUMBIA	SOUTH SLOCAN,BC - CASTLEGAR,BC	11.9-25.7	958	1,407	2,365
CPR	COLUMBIA	CASTLEGAR,BC - TRAIL,BC	25.7-44.1	760	670	1,430
CPR	COLUMBIA	TRAIL,BC - WARFIELD,BC	44.1-48	158	74	232
CPR	CRANBROOK	CROWSNEST,BC - FABRO,BC	0-7.1	19,651	6,915	26,566
CPR	CRANBROOK	FABRO,BC - SPARWOOD,BC	7.1-17.7	20,537	3,809	24,346
CPR	CRANBROOK	SPARWOOD,BC - FORT STEELE,BC	17.7-95.5	48,869	11,925	60,794
CPR	CRANBROOK	FORT STEELE,BC - NORTH STAR,BC	95.5-105.4	18,315	7,082	25,396
CPR	CRANBROOK	NORTH STAR,BC - CRANBROOK,BC	105.4-107.7	18,351	7,096	25,447
CPR	CRANBROOK	CRANBROOK,BC - CURZON,BC	107.7-150.4	18,241	6,702	24,943
CPR	CRANBROOK	CURZON,BC - EASTPORT,ID	150.4-158.8	17,745	5,431	23,176
CPR	CROWSNEST	LETHBRIDGE,AB - FORT MACLEOD,AB	7.9-31.8	19,030	6,886	25,916
CPR	CROWSNEST	FORT MACLEOD,AB - BROCKET,AB	31.8-51.5	19,376	7,010	26,386
CPR	CROWSNEST	BROCKET,AB - CROWSNEST,BC	51.1-101.1	17,422	6,122	23,544
CPR	CSXT	WEST DETROIT,MI - PLYMOUTH,MI	0-25	1,068	1,249	2,317
CPR	CSXT BUFFALO - CHICAGO	BUFFALO BLACK ROCK,NY - ERIE,PA	0-96.2	1,096	1,377	2,473
CPR	CSXT BUFFALO - CHICAGO	ERIE,PA - WILLARD,OH	96.2-260.2	1,161	1,308	2,469
CPR	CSXT BUFFALO - CHICAGO	WILLARD,OH - GARRETT,IN	260.2-387.1	1,179	1,293	2,472
CPR	CSXT BUFFALO - CHICAGO	GARRETT,IN - PINE JCT,IN	387.1-508.3	1,138	1,327	2,465
CPR	CSXT BUFFALO - CHICAGO	PINE JCT,IN - BENSENVILLE IMS,IL	508.3-545.6	1,275	1,275	2,551
CPR	DAVENPORT	SABULA,IA - CLINTON,IA	141.5-158	8,625	8,873	17,498
CPR	DAVENPORT	CLINTON,IA - WATER WORKS,IA	158-191.2	10,390	6,414	16,804
CPR	DAVENPORT	WATER WORKS,IA - NAHANT,IA	191.2-195.7	10,348	6,532	16,880
CPR	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	121.6-213.9	4,399	11,760	16,159
CPR	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	213.9-290.9	4,566	11,765	16,332
CPR	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	290.9-310	4,852	11,957	16,809
CPR	DULUTH	BOYLSTON,WI - POKEGAMA,WI	148-152.5	1,185	591	1,776
CPR	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	152.5-152.8	1,184	590	1,774
CPR	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	152.8-157.1	1,142	587	1,728
CPR	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	157.1-157.4	1,365	680	2,045
CPR	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	157.4-159.3	365	221	586
CPR	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	159.3-165.2	365	222	587
CPR	DUNNVILLE SPUR	SMITHVILLE,ON - PORT MAITLAND,ON	0.0- 18.5	0	48	48
CPR	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	119.7-189.3	14,646	22,457	37,104

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	189.3-195.6	15,612	23,005	38,616
CPR	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	195.6-205.6	15,771	22,948	38,719
CPR	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	205.6-253.6	15,968	22,290	38,258
CPR	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	0-9.7	2	2	4
CPR	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	6.4-12.7	25,905	27,666	53,571
CPR	ELGIN	BENSENVILLE,IL - TOWER B12,IL	12.7-17.3	5,644	10,718	16,362
CPR	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	17.3-40.3	3,659	6,779	10,438
CPR	EMERSON	WHITTIER,MB - NOYES,MN	0-64	13,053	5,932	18,985
CPR	ESTEVEAN	KEMNAY,MB - SOURIS,MB	0-15.9	725	2,790	3,514
CPR	ESTEVEAN	SOURIS,MB - SCHWITZER,MB	15.9- 21.6	602	2,251	2,853
CPR	ESTEVEAN	SCHWITZER,MB - NAPINKA,MB	21.6-50.4	618	2,311	2,928
CPR	ESTEVEAN	NAPINKA,MB - BIENFAIT,SK	50.4-147.6	370	890	1,260
CPR	ESTEVEAN	BIENFAIT,SK - ESTEVAN,SK	147.6-156.1	462	742	1,203
CPR	EXPANSE	CURLE,SK - ARCHIVE,SK	0-7.8	674	1,759	2,433
CPR	EXPANSE	ARCHIVE,SK - MOSSBANK JCT,SK	7.8-41.5	672	1,754	2,426
CPR	EXPANSE	MOSSBANK JCT,SK - CONGRESS,SK	41.5-56	670	1,751	2,421
CPR	EXPANSE	CONGRESS,SK - ASSINIBOIA,SK	56-63	537	1,568	2,105
CPR	FORDING RIVER	SPARWOOD,BC - ELKVIEW,BC	0.0- 0.8	11,141	30,271	41,412
CPR	FORDING RIVER	ELKVIEW,BC - LINE CREEK,BC	0.8- 9.8	3,932	21,414	25,346
CPR	FORDING RIVER	LINE CREEK,BC - GREENHILLS,BC	9.8- 21.4	3,197	10,883	14,079
CPR	FORDING RIVER	GREENHILLS,BC - FORDING,BC	21.4- 32.5	1,935	10,448	12,383
CPR	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	32.3-49.5	1	0	2
CPR	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	468-482.5	896	2,579	3,475
CPR	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	482.5-484.8	945	599	1,544
CPR	GALT	TORONTO,ON - WEST TORONTO,ON	0-4.9	9	12	21
CPR	GALT	WEST TORONTO,ON - OBICO YARD,ON	4.9-9.6	1,724	1,743	3,466
CPR	GALT	TORONTO OBICO,ON - COOKSVILLE,ON	9.6-14.6	7,700	6,987	14,687
CPR	GALT	COOKSVILLE,ON - STREETSVILLE JCT,ON	14.6-21.2	10,629	4,511	15,140
CPR	GALT	STREETSVILLE JCT,ON - GUELPH JCT,ON	21.2-39.2	7,818	7,609	15,427
CPR	GALT	GUELPH JCT,ON - GALT,ON	39.2-57.3	7,888	8,301	16,189
CPR	GALT	GALT,ON - WOODSTOCK,ON	57.3-87.8	9,909	10,267	20,176
CPR	GALT	WOODSTOCK,ON - ZORRA,ON	87.8-94.3	10,154	10,387	20,541
CPR	GALT	ZORRA,ON - LONDON ONTARIO,ON	94.3-114.6	10,352	10,301	20,652
CPR	GLENBORO	WOODMAN,MB - ELM CREEK,MB	0-41.7	176	475	651
CPR	GLENBORO	ELM CREEK,MB - HOLLAND,MB	41.7- 81.9	52	170	222

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	GLENBORO	HOLLAND,MB - GLENBORO,MB	81.9-100.9	8	8	15
CPR	GLENBORO	GLENBORO,MB - NESBITT,MB	100.9-128.1	-	-	-
CPR	GLENBORO	NESBITT,MB - SOURIS,MB	128.1-146.8	161	48	209
CPR	GRETN A SPUR	ROSENFELD,MB - ALTONA,MB	0-4.9	317	1,130	1,448
CPR	HAMILTON	E BROOKFIELD,ON - WELLAND,ON	12.2-20.4	1,867	2,454	4,321
CPR	HAMILTON	WELLAND,ON - SMITHVILLE,ON	20.4-37.3	2,847	3,400	6,247
CPR	HAMILTON	SMITHVILLE,ON - HAMILTON,ON	37.3-57.5	2,598	3,123	5,721
CPR	HAMILTON	HAMILTON,ON - HAMILTON JCT,ON	57.5-60.1	3,238	4,235	7,473
CPR	HAMILTON	HAMILTON JCT,ON - GUELPH JCT,ON	60.1-77	3,383	4,338	7,722
CPR	HARDISTY	WILKIE,SK - MACKLIN,SK	0-62.2	4,781	6,749	11,531
CPR	HARDISTY	MACKLIN,SK - SK/AB HARDISTY,AB	62.2-65	4,982	6,898	11,880
CPR	HARDISTY	SK/AB HARDISTY,AB - METISKOW,AB	65-96	4,874	6,531	11,405
CPR	HARDISTY	METISKOW,AB - HARDISTY,AB	96-131.4	4,726	5,771	10,497
CPR	HATTON SPUR	HATTON,SK - GOLDEN PRAIRIE,SK	0.0- 16.5	8	28	36
CPR	HAVELOCK	HAVELOCK,ON - PETERBOROUGH,ON	93.7-118	631	192	823
CPR	HAVELOCK	PETERBOROUGH,ON - TORONTO YARD,ON	118-178	1,458	222	1,680
CPR	HERON BAY	WHITE RIVER,ON - STRUTHERS,ON	0-33.5	12,199	14,037	26,236
CPR	HERON BAY	STRUTHERS,ON - SCHREIBER,ON	33.5-118.3	11,642	14,472	26,114
CPR	HIAWATHA SPUR	ROSEMOUNT,MN - INVER GROVE,MN	73.8-84.1	381	732	1,112
CPR	HOADLEY	JACKSON,AB - TRUMAN,AB	0-34.6	213	377	591
CPR	HOADLEY	TRUMAN,AB - HOMEGLEN,AB	34.6-42.6	182	355	537
CPR	IGNACE	IGNACE,ON - KENORA,ON	0-146.2	12,992	21,968	34,960
CPR	IND KALSPUR	KALIUM SPUR JCT,SK - KALIUM,SK	0.0- 3.8	612	3,214	3,826
CPR	IND KALSPUR	KALIUM,SK - SASKFERCO,SK	3.8- 6.5	47	138	186
CPR	INDIAN HEAD	BROADVIEW,SK - CRECY,SK	0-88.7	15,865	18,174	34,039
CPR	INDIAN HEAD	CRECY,SK - REGINA,SK	88.7-93.5	16,542	18,323	34,865
CPR	INDIAN HEAD	REGINA,SK - BELLE PLAINE,SK	93.5-117.8	34,579	22,489	57,068
CPR	INDIAN HEAD	BELLE PLAINE,SK - PASQUA,SK	117.8-129.1	39,801	23,169	62,969
CPR	INDIAN HEAD	PASQUA,SK - MOOSE JAW,SK	129.1-135.1	56,307	38,256	94,564
CPR	JACKSON	RAMSEY,MN - JACKSON,MN	42.9-148	219	635	854
CPR	KAMINISTIQUEA	THUNDER BAY,ON - IGNACE,ON	0.0-147.2	13,606	23,437	37,043
CPR	KANSAS CITY	LAREDO,MO - POLO,MO	406.9-456.7	6,466	3,639	10,105
CPR	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	456.7-498.8	6,256	3,576	9,832
CPR	KEEWATIN	KENORA,ON - MOLSON,MB	0-90.1	14,399	23,943	38,341
CPR	KEEWATIN	MOLSON,MB - NORCRAN,MB	90.1-119.2	14,417	23,921	38,338
CPR	KEEWATIN	NORCRAN,MB - WHITTIER,MB	119.2-124.5	7,627	12,395	20,022
CPR	KEEWATIN	WHITTIER,MB - WINNIPEG,MB	124.5-125.7	20,790	36,860	57,650

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	KERROBERT	ASTUM,SK - KERROBERT,SK	91.0-102.5	390	90	479
CPR	KERROBERT	HERSCHEL,SK - ASTUM,SK	61.7- 91.0	389	89	479
CPR	LA RIVIERE	WINNIPEG,MB - ROSENFELD,MB	0-54.2	453	1,495	1,947
CPR	LA RIVIERE	ROSENFELD,MB - MORDEN,MB	54.2- 78.0	78	356	434
CPR	LACOLLE	ROUSES POINT JCT,PQ - DELSON,PQ	0-27.1	1,712	4,047	5,759
CPR	LACOMBE	STETTLER,AB - JUNE,AB	59.5-103.2	374	241	616
CPR	LAGGAN	CALGARY,AB - KEITH,AB	0-9.6	56,233	25,845	82,078
CPR	LAGGAN	KEITH,AB - COPITHORNE JCT,AB	9.6-27.2	56,095	25,813	81,908
CPR	LAGGAN	COPITHORNE JCT,AB - MITFORD,AB	27.2-36.2	4,014	2,002	6,016
CPR	LAGGAN	MITFORD,AB - EXSHAW,AB	36.2-56.1	55,979	25,752	81,731
CPR	LAGGAN	EXSHAW,AB - FIELD,BC	56.1-136.6	52,329	22,965	75,294
CPR	LANIGAN	REGINA,SK - BULYEA JCT,SK	0-42.4	4,166	16,983	21,149
CPR	LANIGAN	BULYEA JCT,SK - LANIGAN,SK	42.4-104.4	3,918	16,133	20,051
CPR	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	302.8-364	6,429	3,605	10,034
CPR	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	364-405.1	6,432	3,600	10,033
CPR	LEDUC	RED DEER,AB - BLACKFALDS,AB	2.8-11.5	14,301	28,231	42,531
CPR	LEDUC	BLACKFALDS,AB - JACKSON,AB	11.5-16.1	12,531	24,342	36,873
CPR	LEDUC	JACKSON,AB - LACOMBE,AB	16.1-18.02	12,731	24,774	37,506
CPR	LEDUC	LACOMBE,AB - WETASKIWIN,AB	18-57.4	11,831	22,778	34,609
CPR	LEDUC	WETASKIWIN,AB - LEDUC,AB	57.4-79.1	8,717	16,095	24,812
CPR	LEDUC	LEDUC,AB - GAINER,AB	79.1-95	5,136	9,680	14,816
CPR	LEDUC	GAINER,AB - SOUTH EDMONTON,AB	95-96.9	0	0	0
CPR	LIGNITE	FLAXTON,ND - STAMPEDE,ND	0.0- 16.0	1,183	2,105	3,288
CPR	LLOYDMINSTER	WILKIE,SK - MARSDEN,SK	0-65.1	522	1,449	1,970
CPR	LLOYDMINSTER	MARSDEN,SK - BIG GULLY TFR,SK	65.1-103	499	1,383	1,882
CPR	M & O	DORION,PQ - RIGAUD,PQ	0-16.5	415	388	802
CPR	M & P	PORTAGE,WI - MADISON,WI	0-30.2	1	1	2
CPR	MACKLIN	KERROBERT,SK - RURAL,SK	0.0- 1.0	479	145	624
CPR	MACKLIN	RURAL,SK - ZINGER,SK	1.0- 1.5	128	179	307
CPR	MACKLIN	ZINGER,SK - MACKLIN,SK	1.5- 46.4	118	129	247
CPR	MACTIER	VAUGHAN IMS,ON - ALLISTON,ON	14.8-44.7	9,558	12,518	22,076
CPR	MACTIER	ALLISTON,ON - MEDONTE,ON	44.7-90.4	12,264	15,975	28,239
CPR	MACTIER	MEDONTE,ON - MACTIER,ON	90.4-128.3	12,274	15,996	28,269
CPR	MACTIER D	WEST TORONTO,ON - VAUGHAN IMS,ON	0-14.8	8,574	12,327	20,901
CPR	MAPLE CREEK	SWIFT CURRENT,SK - JAVA,SK	0-6	58,162	36,175	94,337
CPR	MAPLE CREEK	JAVA,SK - HATTON,SK	6-103.3	58,391	35,316	93,708
CPR	MAPLE CREEK	HATTON,SK - DUNMORE,AB	103.3-138.8	61,240	36,565	97,805
CPR	MAPLE CREEK	DUNMORE,AB - MEDICINE HAT,AB	138.8-147.4	42,555	28,183	70,739

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	MARPOLE	ONTARIO STREET,BC - NEW WESTMINSTER,BC	7.5- 16.0	7	5	11
CPR	MARQUETTE	SABULA,IA - MARQUETTE,IA	0-98	9,420	12,203	21,623
CPR	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	98-136.5	8,255	7,370	15,625
CPR	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	136.5-159	8,246	7,361	15,607
CPR	MASON CITY	MARQUETTE,IA - MASON CITY,IA	0-116.7	2,858	5,176	8,033
CPR	MELFORT	LANIGAN,SK - NAICAM,SK	0.0- 49.3	107	69	176
CPR	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	407.4-411.9	10,789	15,726	26,515
CPR	MERRIAM PARK	ST PAUL FORDSON JCT,MN - FORDSON,MN	411.9-412.0	15	15	30
CPR	MERRIAM PARK	FORDSON,MN - SOUTH MINNEAPOLIS,MN	412.0-418.7	-	-	-
CPR	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	72.11-109	47	110	157
CPR	MINNEDOSA	PORTAGE LA PRAIRIE,MB - MINNEDOSA,MB	0-77.9	4,449	11,684	16,133
CPR	MISSION	MISSION CITY,BC - RIVERSIDE,BC	0.0- 1.0	2,719	58,882	61,601
CPR	MISSION	RIVERSIDE,BC - MATSQUI JCT,BC	1.0- 1.4	2,712	48,405	51,118
CPR	MISSION	MATSQUI JCT,BC - HUNTINGDON,BC	1.4- 10.1	533	360	892
CPR	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	7.2-16.3	943	577	1,520
CPR	MN&S SPUR	ATWOOD,MN - NESBITT,MN	16.3-25.7	1,010	634	1,644
CPR	MONTANA	SWEET GRASS,MT - STIRLING,AB	0-47.2	1,776	3,525	5,302
CPR	MONTANA	STIRLING,AB - MONTANA,AB	47.2-64.8	793	1,392	2,184
CPR	MONTROSE	NIAGARA FALLS,ON - MONTROSE YARD,ON	0-4	23	-	23
CPR	MONTROSE	MONTROSE,ON - RUSHOLME,ON	4-13.4	82	4	86
CPR	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	0-101.8	1,047	713	1,760
CPR	MOOSEHEAD WEST	BOUNDARY,PQ - MEGANTIC,PQ	101.8-117.1	1,972	1,340	3,312
CPR	MOUNTAIN	FIELD,BC - KC JUNCTION,BC	0-36.7	53,754	24,749	78,503
CPR	MOUNTAIN	GOLDEN,BC - REVELSTOKE,BC	36.7-125.7	87,224	30,858	118,082
CPR	MPLS SWITCH	MINNEAPOLIS IMS,MN - MINNESOTA TRANSFER,MN	5.0- 7.0	84,557	39	84,596
CPR	MTP IHB TRACKS	GIBSON,IN - DOLTON JCT,IL	1.1-10.4	7,714	5	7,719
CPR	MTP IHB TRACKS	DOLTON JCT,IL - BLUE ISLAND,IL	10.4-14.1	2,623	4,923	7,546
CPR	MTP IHB TRACKS	BLUE ISLAND,IL - ARGO,IL	14.1-27	2,682	4,651	7,333
CPR	MTP IHB TRACKS	ARGO,IL - BROADVIEW,IL	27-33.9	7,338	17,215	24,553
CPR	MTP IHB TRACKS	BROADVIEW,IL - NORPAUL YARD,IL	33.9-39.2	3,987	6,753	10,741

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	MTP WATERTOWN-MADISON	WATERTOWN,WI - WATERLOO,WI	131.2-156	308	116	424
CPR	NAPINKA	KILLARNEY,MB - DELORAINE,MB	53.0- 89.9	733	204	937
CPR	NAPINKA	DELORAINE,MB - NAPINKA,MB	89.9-108.6	892	248	1,140
CPR	NELSON	CURZON,BC - NELSON,BC	42.6-137.8	942	1,423	2,365
CPR	NEMEGOS	CARTIER,ON - RAMSEY,ON	0-70.7	11,620	14,570	26,189
CPR	NEMEGOS	RAMSEY,ON - CHAPLEAU,ON	70.7-136.4	11,654	14,618	26,272
CPR	NEPHTON	HAVELOCK,ON - BLUE MOUNTAIN,ON	0-20	122	414	536
CPR	NEWPORT	BROOKPORT,PQ - BORDER,PQ	0-26.3	147	75	222
CPR	NEWPORT	BORDER,PQ - NEWPORT,VT	26.3-58.4	58	36	94
CPR	NEWTOWN	DRAKE,ND - MAX,ND	0.0- 48.9	3,705	3,530	7,236
CPR	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	48.9- 80.5	4,664	3,260	7,924
CPR	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	80.5-111.6	1,780	1,149	2,929
CPR	NIPIGON	SCHREIBER,ON - RED ROCK,ON	0-68.3	11,443	14,154	25,597
CPR	NIPIGON	RED ROCK,ON - CURRENT RIVER,ON	68.3-126.6	11,448	14,162	25,610
CPR	NIPIGON	CURRENT RIVER,ON - THUNDER BAY NORTH,ON	126.6-132.9	11,471	14,190	25,661
CPR	NITRIN	EAST MOLINE,IL - CEFFCO,IL	1.7-19.8	251	181	432
CPR	NORTH TORONTO	LEASIDE,ON - WEST TORONTO,ON	0-5.9	19,331	22,406	41,738
CPR	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	310-386.6	5,175	10,560	15,735
CPR	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	358.5-421.6	5,462	7,685	13,147
CPR	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	421.6-482	5,271	7,486	12,757
CPR	NS CHICAGO LINE	PORTER,IN - CP 502,IN	482-502.8	5,125	7,278	12,403
CPR	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	502.8-509.7	1,417	6,943	8,359
CPR	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	6.4-37.4	5,977	7,955	13,931
CPR	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	37.4-80.4	5,645	7,944	13,588
CPR	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	80.4-97.4	5,645	7,944	13,588
CPR	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	97.4-109.3	5,468	7,692	13,160
CPR	OAKVILLE CN	NEW TORONTO,ON - DESJARDINS,ON	7.7- 37.3	54	36	90
CPR	OTTUMWA	NAHANT,IA - MUSCATINE,IA	195.7-220.3	7,718	4,650	12,369
CPR	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	220.3-302.8	7,457	7,208	14,665
CPR	OUTLOOK	MOOSE JAW,SK - TUXFORD,SK	0.1-15.3	223	769	992
CPR	OUTLOOK	TUXFORD,SK - EYEBROW,SK	15.3-44.6	196	742	938
CPR	OUTLOOK	EYEBROW,SK - LOREBURN,SK	44.6-85.6	192	741	932
CPR	OUTLOOK	LOREBURN,SK - BRODERICK,SK	85.6-91.3	165	693	858
CPR	OUTREMONT SPUR	MONTREAL RACINE IMS,PQ - HOCHELAGA,PQ	0.0- 2.1	1,582	1,390	2,972
CPR	OUTREMONT SPUR	HOCHELAGA,PQ - OUTREMONT,PQ	2.1-6.4	3,276	2,975	6,250

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	0-28.4	896	1,676	2,573
CPR	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	28.4-72.5	1,058	1,503	2,561
CPR	OWATONNA	RAMSEY,MN - COMUS,MN	72.5-123.8	749	564	1,314
CPR	PAGE	RIVERSIDE,BC - LIVINGSTONE,BC	0-2	-	37,147	37,147
CPR	PAGE	LIVINGSTONE,BC - DELTAPORT IMS,BC	2-44.2	27,324	9,818	37,142
CPR	PARRY SOUND	MACTIER,ON - ROMFORD,ON	1.4-121.7	21,549	7,668	29,218
CPR	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	2-3.1	38,644	26,410	65,054
CPR	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	3.1-7.2	22,404	38,617	61,021
CPR	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	7.2-104.3	19,310	34,948	54,258
CPR	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	104.3-119.7	21,116	38,336	59,452
CPR	PECTEN	BROCKET,AB - PECTEN,AB	0-29.3	101	376	477
CPR	PORTAL	HARVEY,ND - DRAKE,ND	23.0- 0.0	17,923	23,095	41,018
CPR	PORTAL	DRAKE,ND - KENMARE,ND	122.3- 23.0	14,353	18,836	33,190
CPR	PORTAL	KENMARE,ND - FLAXTON,ND	144.0-122.3	15,134	18,782	33,917
CPR	PORTAL	FLAXTON,ND - PORTAL,ND	153.7-144.0	15,141	18,010	33,151
CPR	RADVILL	EXON,SK - RADVILLE,SK	0.0- 70.0	28	-	28
CPR	RED DEER	12TH STREET EAST,AB - PETRO,AB	0-11.7	14,283	30,212	44,495
CPR	RED DEER	PETRO,AB - EAST CROSSFIELD,AB	11.7-27.8	14,129	29,882	44,012
CPR	RED DEER	E CROSSFIELD JCT,AB - DIDSBURY,AB	27.8-47	14,138	29,897	44,035
CPR	RED DEER	DIDSBURY,AB - DOAN JCT,AB	47-68.1	13,627	28,231	41,858
CPR	RED DEER	DOAN JCT,AB - RED DEER,AB	68.1-95.6	13,377	27,434	40,811
CPR	REFORD	RURAL,SK - WILKIE,SK	42.8- 0.0	493	74	567
CPR	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	288-402.5	20,176	31,495	51,671
CPR	RIVER	NEWPORT,MN - ST PAUL,MN	402.5-407.4	18,053	28,249	46,302
CPR	ROCANVILLE SYLVITE SPUR	ROCANVILLE,SK - SYLVITE,SK	0.0- 5.5	449	1,963	2,413
CPR	ROCANVILLE	VIRDEN,MB - MB/SK ROCANVILLE,MB	0-41.5	412	1,621	2,032
CPR	ROCANVILLE	MB/SK ROCANVILLE,MB - ROCANVILLE,SK	41.5-50.8	464	2,025	2,489
CPR	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	0-30.9	6	11	17
CPR	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	30.9-45.8	47	104	151
CPR	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	29.4-85.8	5	3	8
CPR	SCOTFORD	SCOTFORD,AB - ELK ISLAND,AB	138.1-144.1	6,149	3,071	9,220
CPR	SCOTFORD	ELK ISLAND,AB - GAINER,AB	144.1-173.6	5,825	3,029	8,854
CPR	SHANTZ	DIDSBURY,AB - SHANTZ,AB	0.0- 14.1	209	804	1,013
CPR	SHELDON	MASON CITY,IA - SHELDON,IA	116.7-252.4	655	1,156	1,811
CPR	SHERBROOKE	MEGANTIC,PQ - DAWSON,PQ	0-129.9	1,596	1,063	2,659

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	SHUSWAP	REVELSTOKE,BC - BELL POLE SPUR,BC	0-5	88,444	31,043	119,487
CPR	SHUSWAP	BELL POLE SPUR,BC - TUM TUM,BC	5.0- 6.5	88,522	31,080	119,602
CPR	SHUSWAP	TUM TUM,BC - WESTAR EAG RV,BC	6.5-29.4	88,400	31,038	119,438
CPR	SHUSWAP	WESTAR EAG RV,BC - CAMBIE,BC	29.4-43.2	88,584	31,106	119,691
CPR	SHUSWAP	CAMBIE,BC - SICAMOUS,BC	43.2-45	88,179	30,968	119,148
CPR	SHUSWAP	SICAMOUS,BC - CANOE,BC	45-56.4	82,643	29,024	111,668
CPR	SHUSWAP	CANOE,BC - KAMLOOPS,BC	56.4-128.5	85,582	30,213	115,795
CPR	SOUTHERN TIER	BINGHAMTON,NY - BUFFALO,NY	0.0-212.0	67	78	145
CPR	ST LUC BRANCH	ST LUC,PQ - BALLANTYNE,PQ	0.0- 2.1	8,862	10,612	19,474
CPR	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	11.8-17.1	10	2	11
CPR	STAMFORD	BUFFALO,NY - BUFFALO BLACK ROCK,NY	212.0-214.0	2,513	-	2,513
CPR	STAMFORD	BUFFALO,NY - FORT ERIE,ON	0.0- 1.0	-	12,514	12,514
CPR	STAMFORD	FORT ERIE,ON - E BROOKFIELD,ON	1.0- 13.3	290	-	290
CPR	SUTHERLAND	WYNYARD,SK - LANIGAN,SK	0-37.7	10,025	8,325	18,350
CPR	SUTHERLAND	LANIGAN,SK - GUERNSEY,SK	37.7-44.4	5,890	12,481	18,371
CPR	SUTHERLAND	GUERNSEY,SK - ARPIERS,SK	44.4-70.2	5,879	12,543	18,422
CPR	SUTHERLAND	ARPIERS,SK - ELSTOW,SK	70.2-83.4	5,819	12,606	18,425
CPR	SUTHERLAND	ELSTOW,SK - CHEVIOT,SK	83.4-97.1	6,036	12,388	18,425
CPR	SUTHERLAND	CHEVIOT,SK - SUTHERLAND,SK	97.1-109.7	6,808	11,723	18,531
CPR	SUTHERLAND	SUTHERLAND,SK - SASKATOON,SK	109.7-113.5	6,671	12,995	19,665
CPR	SUTHERLAND ALLAN SPUR	ELSTOW,SK - ALLAN MINES,SK	0.0- 3.6	71	98	169
CPR	SUTHERLAND ALWINSAL SPUR	GUERNSEY,SK - ALWINSAL,SK	0.0- 4.2	7	66	73
CPR	SUTHERLAND NORANDA SPUR	ARPIERS,SK - NORCO,SK	0.0- 1.0	189	169	358
CPR	SUTHERLAND POTASCO SPUR	CHEVIOT,SK - POTASCO,SK	0.0- 1.1	211	141	353
CPR	SWIFT CURRENT	MOOSE JAW,SK - CURLE,SK	0-2.3	40,487	26,990	67,477
CPR	SWIFT CURRENT	CURLE,SK - SWIFT CURRENT,SK	2.3-110.4	55,533	35,238	90,771
CPR	TABER	BELLCOTT,AB - MONTANA,AB	1.4-106.7	14,000	4,597	18,597
CPR	TABER	MONTANA,AB - LETHBRIDGE,AB	106.7-116.4	20,678	10,010	30,687
CPR	THOMPSON	KAMLOOPS,BC - NEPA,BC	0-54.8	85,483	29,718	115,201
CPR	THOMPSON	NEPA,BC - NORTH BEND,BC	54.8-121.5	845	29,229	30,074
CPR	THUNBAY TRM	THUNDER BAY NORTH,ON - THUNDER BAY,ON	0.0- 4.4	11,244	13,907	25,151
CPR	TISDALE	GOUDIE,SK - BERTH,SK	0.1-44.6	536	1,916	2,452
CPR	TISDALE	BERTH,SK - NIPAWIN,SK	44.6-131.7	335	1,228	1,564
CPR	TOMAH	PORTAGE,WI - NEW LISBON,WI	180.4-221.2	9,266	32,528	41,794
CPR	TOMAH	NEW LISBON,WI - LA CROSSE,WI	221.2-281.2	16,938	31,518	48,456
CPR	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	281.2-283.8	17,316	29,983	47,298

EXHIBIT 14: TRAFFIC DENSITY
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Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	283.8-288.1	21,746	33,944	55,690
CPR	TRACY	WASECA,MN - WEST MANKATO,MN	102.5-129.6	1,410	3,750	5,160
CPR	TRACY	WEST MANKATO,MN - SANBORN,MN	129.6-201.7	1,276	3,262	4,538
CPR	TRACY	SANBORN,MN - TRACY,MN	201.7-226.5	2,024	3,990	6,014
CPR	TRACY	TRACY,MN - MN/SD HURON,SD	226.5-244.5	966	241	1,207
CPR	TYVAN	LAJORD,SK - CRECY,SK	80.1-87.3	9	7	16
CPR	UP MANKOTA	STP CHESTNUT ST,MN - SAVAGE,MN	4.2- 18.6	-	-	-
CPR	UP MANKOTA	SAVAGE,MN - SHAKOPEE,MN	18.6- 28.2	353	-	353
CPR	UP TWO ALBERT LEA	NORTHFIELD,MN - ROSEPORT,MN	313.1-343.9	311	622	932
CPR	UP TWO ALBERT LEA	ROSEPORT,MN - SOUTH ST PAUL,MN	343.9-348	414	809	1,223
CPR	UP TWO ALBERT LEA	SOUTH ST PAUL,MN - ST PAUL,MN	348.0-352.3	953	80	1,032
CPR	VANGUARD SPUR	SWIFT CURRENT,SK - WYMARK,SK	0.0- 17.5	7	8	15
CPR	VAUDREUIL	ST LUC,PQ - DORION,PQ	2.2-18.9	10,373	13,450	23,823
CPR	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	194.5-203.1	86	292	378
CPR	VEBLEN	SD/ND B,SD - ROSHOLT,SD	203.1-210.0	82	279	361
CPR	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	4.9-49.3	2,501	4,607	7,108
CPR	WASECA	ROCHESTER,MN - WASECA,MN	49.3-102.5	2,054	4,900	6,954
CPR	WATERLOO	GALT,ON - PRESTON,ON	0.8-4.3	2,174	2,106	4,279
CPR	WATERLOO	PRESTON,ON - KITCHENER,ON	4.3-11.2	499	449	947
CPR	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	87.1-88.2	20,747	19,955	40,702
CPR	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	88.2-99.4	8,852	17,060	25,912
CPR	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	99.4-102.1	13,718	26,452	40,170
CPR	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	102.1-133.7	14,552	28,060	42,612
CPR	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	133.7-176.9	14,176	27,385	41,561
CPR	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	176.9-180.4	9,733	31,758	41,490
CPR	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	0-1.3	36	64	101
CPR	WESTMINSTER	MACAULAY,BC - FRASER MILLS,BC	0-4.9	14,361	5,910	20,270
CPR	WESTMINSTER	FRASER MILLS,BC - SAPPERTON,BC	4.9-5.61	4,663	2,668	7,331
CPR	WESTMINSTER	SAPPERTON,BC - NEW WESTMINSTER,BC	5.61-9.2	2,463	1,472	3,935
CPR	WETASKIWIN	HARDISTY,AB - WETASKIWIN,AB	0-95	5,015	2,627	7,642
CPR	WEYBURN	PASQUA,SK - EXON,SK	0-84.1	18,549	17,125	35,674
CPR	WEYBURN	EXON,SK - ESTEVAN,SK	84.1-137.5	18,758	15,675	34,433
CPR	WEYBURN	ESTEVAN,SK - PORTAL,ND	137.5-158	17,906	15,004	32,909
CPR	WHITE FOX SPUR	NIPAWIN,SK - CHOICELAND,SK	0.0- 0.6	-	-	-
CPR	WHITE RIVER	CHAPLEAU,ON - FRANZ,ON	0-82	11,618	14,462	26,081

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	WHITE RIVER	FRANZ,ON - WHITE RIVER,ON	82-129.9	11,613	14,492	26,106
CPR	WILKIE SPUR	CORY,SK - DUVCO,SK	0.0- 2.4	220	1,118	1,338
CPR	WILKIE	SASKATOON,SK - CORY,SK	0-9.1	6,420	13,687	20,107
CPR	WILKIE	CORY,SK - DUNFERMLINE,SK	9.1-16.5	5,607	8,473	14,080
CPR	WILKIE	DUNFERMLINE,SK - WILKIE,SK	16.5-99.6	4,345	8,102	12,447
CPR	WILLINGDON SPUR	STAR,AB - ELK ISLAND,AB	0.0- 9.8	379	96	475
CPR	WINCHESTER	DORION,PQ - ON/PQ WINCHESTER,ON	18.9-42	10,069	13,149	23,218
CPR	WINCHESTER	ON/PQ WINCHESTER,ON - BEDELL,ON	42-103.2	10,074	13,174	23,247
CPR	WINCHESTER	BEDELL,ON - SMITHS FALLS,ON	103.2-123.8	10,091	13,280	23,372
CPR	WINDERMERE	FORT STEELE,BC - KC JUNCTION,BC	0-144.8	32,616	6,665	39,280
CPR	WINDSOR	LONDON ONTARIO,ON - MELROSE,ON	0-11.7	9,179	9,186	18,366
CPR	WINDSOR	MELROSE,ON - CHATHAM,ON	11.7-63.4	9,258	9,263	18,521
CPR	WINDSOR	CHATHAM,ON - WINDSOR,ON	63.4-111.7	9,133	9,103	18,236
CPR	WINDSOR	WINDSOR,ON - WEST DETROIT,MI	112-121.1	12,859	8,329	21,188
CPR	WINNIPEG BEACH SPUR	MIDDLECHURCH,MB - SELKIRK,MB	0-21	287	239	527
CPR	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	1.5-8.4	818	232	1,050
CPR	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	8.4-20.7	54	32	86
CPR	WYNYARD	BREDENBURY,SK - GOUDIE,SK	0-73.8	8,067	8,286	16,353
CPR	WYNYARD	GOUDIE,SK - WYNYARD,SK	73.8-113.8	10,368	8,589	18,958
CPR	YARBO	BREDENBURY,SK - YARBO,SK	0-14	264	6,445	6,709

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	ADIRONDACK	ST JEAN,PQ - DELSON,PQ	20- 34.6	1,518	822	2,340
CPR	ADIRONDACK NORTH	DELSION,PQ - SOUTH JCT,PQ	34.6-46.9	4,211	7,079	11,289
CPR	ADIRONDACK NORTH	OUTREMONT,PQ - ST LUC,PQ	46.9-49.1	3,558	3,077	6,636
CPR	ALDERSYDE	LETHBRIDGE,AB - ELTHAM,AB	2.9-70.4	5,498	9,832	15,330
CPR	ALDERSYDE	ELTHAM,AB - ALDERSYDE,AB	70.4-86.6	5,600	9,774	15,375
CPR	ALDERSYDE	ALDERSYDE,AB - 12TH STREET EAST,AB	86.6-119	5,752	9,773	15,524
CPR	ALDERSYDE - HIGH RIVER SPUR	ALDERSYDE,AB - HIGH RIVER,AB	0-6.4	25	80	105
CPR	BELLE PLAINE	BELLE PLAINE,SK - LEGACY,SK	0-18.9	577	2,109	2,686
CPR	BELLEVILLE	SMITHS FALLS,ON - OSHAWA,ON	0-175.4	10,275	13,176	23,451
CPR	BELLEVILLE	OSHAWA,ON - TORONTO YARD,ON	175.4-197	10,271	13,161	23,431
CPR	BELLEVILLE	TORONTO YARD,ON - AGINCOURT TFR,ON	197.0-197.1	8,129	9,155	17,285
CPR	BELLEVILLE	AGINCOURT,ON - LEASIDE,ON	197.1-206.3	18,045	20,863	38,908
CPR	BEMIDJI	GULLY,MN - PLUMMER,MN	411.5-433.8	196	53	248
CPR	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	429.1-445.5	31,123	5,493	36,616
CPR	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	445.5-577.7	1,290	724	2,015
CPR	BOUNDARY - ROBSON SPUR	CASTLEGAR,BC - WESTLEY,BC	0-5	68	36	103
CPR	BRECHTER	PRENTISS,AB - JUNE,AB	0-7.8	370	86	456
CPR	BRECHTER	JUNE,AB - LACOMBE,AB	7.8-11.3	1,817	771	2,589
CPR	BREDENBURY	MINNEDOSA,MB - BINSARTH,MB	0-76.6	5,640	14,721	20,360
CPR	BREDENBURY	BINSARTH,MB - BREDENBURY,SK	76.6-118.6	5,581	14,030	19,612
CPR	BRETON	LEDUC,AB - SUNNYBROOK,AB	0-28	13	2	15
CPR	BROADVIEW	BRANDON,MB - KEMNAY,MB	0-8.2	14,891	21,924	36,815
CPR	BROADVIEW	KEMNAY,MB - VIRDEN,MB	8.2-46.6	14,099	18,483	32,581
CPR	BROADVIEW	VIRDEN,MB - WHITEWOOD,SK	46.6-117.5	15,597	18,108	33,705
CPR	BROADVIEW	WHITEWOOD,SK - BROADVIEW,SK	117.5-130.9	15,614	17,845	33,458
CPR	BROCKVILLE	SMITHS FALLS,ON - BROCKVILLE,ON	0-27.6	342	320	662
CPR	BROOKS	MEDICINE HAT,AB - BASSANO,AB	0-97.6	41,583	29,339	70,921
CPR	BROOKS	BASSANO,AB - WEST CARSELAND,AB	97.6-144.4	41,905	29,364	71,269
CPR	BROOKS	WEST CARSELAND,AB - SHEPARD,AB	144.4-165.6	43,741	30,592	74,333
CPR	BROOKS	SHEPARD,AB - ALYTH,AB	165.6-171.1	43,348	30,361	73,710
CPR	BROOKS	ALYTH,AB - 12TH STREET EAST,AB	171.1-174.5	72,351	59,616	131,968
CPR	BROOKS	12TH STREET EAST,AB - CALGARY,AB	174.5-175.8	48,101	24,073	72,174
CPR	BULYEA	CUPAR,SK - BULYEA JCT,SK	54.5- 86.3	329	85	414
CPR	BYRON CREEK	FABRO,BC - COAL MTN,BC	0.0- 9.9	81	394	474

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	C&M	TOWER A2,IL - SHERMER,IL	0-20.5	-	90	90
CPR	C&M	SHERMER,IL - NORTHBROOK,IL	20.5-21.1	18,542	34,499	53,040
CPR	C&M	NORTHBROOK,IL - RONDOUT,IL	21.1-32.3	18,573	34,556	53,129
CPR	C&M WEST	RONDOUT,IL - WI/IL C&M,WI	32.3-47.4	18,575	34,554	53,128
CPR	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	47.4-62	18,738	34,960	53,698
CPR	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	62-87.1	18,905	35,368	54,273
CPR	CANADIAN	MOHAWK YD,NY - CPC 38,NY	21.7-38.2	2,832	5,586	8,419
CPR	CANADIAN	CPC 38,NY - WHITEHALL,NY	38.2-77.9	3,392	6,963	10,354
CPR	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	77.9-190.6	2,749	6,899	9,648
CPR	CANPA	OBICO YARD,ON - CANPA,ON	0-2.6	1	2	2
CPR	CARBERRY	WINNIPEG,MB - RUGBY,MB	0-1.9	19,795	36,411	56,206
CPR	CARBERRY	RUGBY,MB - WOODMAN,MB	1.9-5.7	19,424	36,336	55,760
CPR	CARBERRY	WOODMAN,MB - PORTAGE LA PRAIRIE,MB	5.7-56.3	19,329	36,064	55,393
CPR	CARBERRY	PORTAGE LA PRAIRIE,MB - BRANDON,MB	56.3-133.1	13,593	20,581	34,175
CPR	CARRINGTON	ENDERLIN,ND - HARVEY,ND	256.2-395.8	17,962	23,609	41,571
CPR	CARTIER	CONISTON,ON - ROMFORD,ON	69.1-72.3	43	45	88
CPR	CARTIER	ROMFORD,ON - SUDBURY,ON	72.3-79	12,170	15,304	27,474
CPR	CARTIER	SUDBURY,ON - LEVACK,ON	79-104.3	11,621	14,983	26,604
CPR	CARTIER	LEVACK,ON - CARTIER,ON	104.3-113	11,238	13,701	24,939
CPR	CASCADE	NORTH BEND,BC - MISSION CITY,BC	0-87	1,890	27,793	29,683
CPR	CASCADE	MISSION CITY,BC - PIT RIVER M108.4,BC	87-102.3	49,248	21,430	70,678
CPR	CASCADE	PIT RIVER M108.4,BC - COQUITLAM TFR,BC	102.3-111.9	46,009	18,043	64,052
CPR	CASCADE	COQUITLAM,BC - MACAULAY,BC	111.9-112.4	48,493	14,972	63,465
CPR	CASCADE	MACAULAY,BC - IOCO,BC	112.4-115.0	31,678	10,056	41,735
CPR	CASCADE	IOCO,BC - PORT MOODY,BC	115.0-115.6	30,957	9,777	40,734
CPR	CASCADE	PORT MOODY,BC - SECOND NARROWS,BC	115.6-124.1	24,303	7,897	32,200
CPR	CASCADE	SECOND NARROWS,BC - CENTERM WHARF IMS,BC	124.1-129.1	23,496	7,576	31,072
CPR	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	42-79	3,592	6,612	10,204
CPR	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	79-140.5	3,769	6,862	10,631
CPR	CN - ASHCROFT	NEPA,BC - BOSTON BAR,BC	57-125.5	82,621	18,513	101,133
CPR	CN - YALE FRAS CAN	BOSTON BAR,BC - MATSQUI,BC	0-87.4	81,642	15	81,657
CPR	CN - YALE FRAS CAN	MATSQUI,BC - HYDRO,BC	87.4-101.7	15,846	2,207	18,052

EXHIBIT 14: TRAFFIC DENSITY
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Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	CN - YALE FRAS CAN	HYDRO,BC - VANCOUVER THORN YAR,BC	101.7-113.8	9,898	2,651	12,548
CPR	COLONIE	ALBANY,NY - MECHANICVILLE,NY	0-19.1	1,793	3,445	5,238
CPR	COLUMBIA	NELSON,BC - SOUTH SLOCAN,BC	0-11.9	1,020	1,452	2,472
CPR	COLUMBIA	SOUTH SLOCAN,BC - CASTLEGAR,BC	11.9-25.7	1,015	1,447	2,462
CPR	COLUMBIA	CASTLEGAR,BC - TRAIL,BC	25.7-44.1	851	709	1,560
CPR	COLUMBIA	TRAIL,BC - WARFIELD,BC	44.1-48	158	61	219
CPR	CRANBROOK	CROWSNEST,BC - FABRO,BC	0-7.1	20,599	7,771	28,370
CPR	CRANBROOK	FABRO,BC - SPARWOOD,BC	7.1-17.7	21,001	7,863	28,863
CPR	CRANBROOK	SPARWOOD,BC - FORT STEELE,BC	17.7-95.5	54,757	13,120	67,876
CPR	CRANBROOK	FORT STEELE,BC - NORTH STAR,BC	95.5-105.4	17,627	7,055	24,682
CPR	CRANBROOK	NORTH STAR,BC - CRANBROOK,BC	105.4-107.7	17,627	7,055	24,682
CPR	CRANBROOK	CRANBROOK,BC - CURZON,BC	107.7-150.4	17,410	6,418	23,828
CPR	CRANBROOK	CURZON,BC - EASTPORT,ID	150.4-158.8	16,396	4,946	21,342
CPR	CROWSNEST	LETHBRIDGE,AB - FORT MACLEOD,AB	7.9-31.8	20,314	7,754	28,068
CPR	CROWSNEST	FORT MACLEOD,AB - BROCKET,AB	31.8-51.5	20,261	7,720	27,980
CPR	CROWSNEST	BROCKET,AB - CROWSNEST,BC	51.1-101.1	20,502	7,709	28,211
CPR	CSXT	WEST DETROIT,MI - PLYMOUTH,MI	0-25	1,463	1,455	2,918
CPR	CSXT BUFFALO - CHICAGO	BUFFALO BLACK ROCK,NY - ERIE,PA	0-96.2	1,498	1,678	3,176
CPR	CSXT BUFFALO - CHICAGO	ERIE,PA - WILLARD,OH	96.2-260.2	1,459	1,487	2,945
CPR	CSXT BUFFALO - CHICAGO	WILLARD,OH - GARRETT,IN	260.2-387.1	1,376	187	1,563
CPR	CSXT BUFFALO - CHICAGO	GARRETT,IN - PINE JCT,IN	387.1-508.3	1,690	1,913	3,603
CPR	CSXT BUFFALO - CHICAGO	PINE JCT,IN - BENSENVILLE IMS,IL	508.3-545.6	2,384	3,818	6,202
CPR	DAVENPORT	SABULA,IA - CLINTON,IA	141.5-158	12,143	12,029	24,172
CPR	DAVENPORT	CLINTON,IA - WATER WORKS,IA	158-191.2	11,851	6,489	18,340
CPR	DAVENPORT	WATER WORKS,IA - NAHANT,IA	191.2-195.7	11,951	6,573	18,524
CPR	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	121.6-213.9	5,254	14,583	19,838
CPR	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	213.9-290.9	5,390	14,538	19,928
CPR	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	290.9-310	5,740	14,371	20,111
CPR	DULUTH	BOYLSTON,WI - POKEGAMA,WI	148-152.5	1,290	724	2,015
CPR	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	152.5-152.8	1,290	724	2,015
CPR	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	152.8-157.1	1,290	724	2,015
CPR	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	157.1-157.4	1,290	724	2,015
CPR	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	157.4-159.3	299	275	574

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	159.3-165.2	298	261	560
CPR	DUNNVILLE SPUR	SMITHVILLE,ON - PORT MAITLAND,ON	0.0- 18.5	1	52	53
CPR	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	119.7-189.3	16,864	25,055	41,919
CPR	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	189.3-195.6	17,032	24,684	41,716
CPR	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	195.6-205.6	17,227	24,667	41,894
CPR	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	205.6-253.6	17,470	24,045	41,515
CPR	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	6.4-12.7	7,034	26,997	34,032
CPR	ELGIN	BENSENVILLE,IL - TOWER B12,IL	12.7-17.3	12,476	25,581	38,057
CPR	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	17.3-40.3	4,054	7,116	11,170
CPR	EMERSON	WHITTIER,MB - NOYES,MN	0-64	17,089	6,973	24,063
CPR	ESTEVEAN	KEMNAY,MB - SOURIS,MB	0-15.9	777	3,207	3,984
CPR	ESTEVEAN	SOURIS,MB - SCHWITZER,MB	15.9- 21.6	629	2,619	3,248
CPR	ESTEVEAN	SCHWITZER,MB - NAPINKA,MB	21.6-50.4	627	2,610	3,236
CPR	ESTEVEAN	NAPINKA,MB - BIENFAIT,SK	50.4-147.6	334	1,013	1,347
CPR	ESTEVEAN	BIENFAIT,SK - ESTEVAN,SK	147.6-156.1	386	847	1,233
CPR	EXPANSE	CURLE,SK - ARCHIVE,SK	0-7.8	583	1,286	1,869
CPR	EXPANSE	ARCHIVE,SK - MOSSBANK JCT,SK	7.8-41.5	584	1,284	1,868
CPR	EXPANSE	MOSSBANK JCT,SK - CONGRESS,SK	41.5-56	586	1,278	1,864
CPR	EXPANSE	CONGRESS,SK - ASSINIBOIA,SK	56-63	379	902	1,281
CPR	FORDING RIVER	SPARWOOD,BC - ELKVIEW,BC	0.0- 0.8	6,350	34,820	41,170
CPR	FORDING RIVER	ELKVIEW,BC - LINE CREEK,BC	0.8- 9.8	4,594	24,969	29,563
CPR	FORDING RIVER	LINE CREEK,BC - GREENHILLS,BC	9.8- 21.4	3,644	19,776	23,420
CPR	FORDING RIVER	GREENHILLS,BC - FORDING,BC	21.4- 32.5	2,252	12,063	14,315
CPR	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	32.3-49.5	1	0	1
CPR	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	468-482.5	1,710	3,147	4,856
CPR	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	482.5-484.8	1,178	735	1,913
CPR	GALT	WEST TORONTO,ON - OBICO YARD,ON	4.9-9.6	11,134	10,121	21,255
CPR	GALT	TORONTO OBICO,ON - COOKSVILLE,ON	9.6-14.6	10,813	10,004	20,817
CPR	GALT	COOKSVILLE,ON - STREETSVILLE JCT,ON	14.6-21.2	10,810	10,002	20,812
CPR	GALT	STREETSVILLE JCT,ON - GUELPH JCT,ON	21.2-39.2	10,594	9,932	20,526
CPR	GALT	GUELPH JCT,ON - GALT,ON	39.2-57.3	7,963	8,752	16,715
CPR	GALT	GALT,ON - WOODSTOCK,ON	57.3-87.8	9,898	10,763	20,661
CPR	GALT	WOODSTOCK,ON - ZORRA,ON	87.8-94.3	9,885	10,450	20,336
CPR	GALT	ZORRA,ON - LONDON ONTARIO,ON	94.3-114.6	9,964	10,240	20,204

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	GLENBORO	WOODMAN,MB - ELM CREEK,MB	0-41.7	144	430	573
CPR	GLENBORO	ELM CREEK,MB - HOLLAND,MB	41.7- 81.9	36	140	176
CPR	GLENBORO	HOLLAND,MB - GLENBORO,MB	81.9-100.9	1	2	3
CPR	GLENBORO	GLENBORO,MB - NESBITT,MB	100.9-128.1	1	2	3
CPR	GLENBORO	NESBITT,MB - SOURIS,MB	128.1-146.8	179	57	237
CPR	GRETNA SPUR	ROSENFELD,MB - ALTONA,MB	0-4.9	306	1,045	1,351
CPR	HAMILTON	E BROOKFIELD,ON - WELLAND,ON	12.2-20.4	2,384	2,848	5,232
CPR	HAMILTON	WELLAND,ON - SMITHVILLE,ON	20.4-37.3	3,087	3,866	6,953
CPR	HAMILTON	SMITHVILLE,ON - HAMILTON,ON	37.3-57.5	2,668	3,343	6,011
CPR	HAMILTON	HAMILTON,ON - HAMILTON JCT,ON	57.5-60.1	3,638	4,828	8,466
CPR	HAMILTON	HAMILTON JCT,ON - GUELPH JCT,ON	60.1-77	3,560	4,721	8,281
CPR	HARDISTY	WILKIE,SK - MACKLIN,SK	0-62.2	6,375	11,613	17,988
CPR	HARDISTY	MACKLIN,SK - SK/AB HARDISTY,AB	62.2-65	6,462	11,644	18,106
CPR	HARDISTY	SK/AB HARDISTY,AB - METISKOW,AB	65-96	6,527	11,492	18,018
CPR	HARDISTY	METISKOW,AB - HARDISTY,AB	96-131.4	6,276	10,063	16,339
CPR	HATTON SPUR	HATTON,SK - GOLDEN PRAIRIE,SK	0.0- 16.5	5	13	17
CPR	HAVELOCK	HAVELOCK,ON - PETERBOROUGH,ON	93.7-118	646	212	859
CPR	HAVELOCK	PETERBOROUGH,ON - TORONTO YARD,ON	118-178	631	218	849
CPR	HERON BAY	WHITE RIVER,ON - STRUTHERS,ON	0-33.5	11,419	13,934	25,354
CPR	HERON BAY	STRUTHERS,ON - SCHREIBER,ON	33.5-118.3	11,396	13,890	25,286
CPR	HIAWATHA SPUR	ROSEMOUNT,MN - INVER GROVE,MN	73.8-84.1	375	897	1,272
CPR	HOADLEY	JACKSON,AB - TRUMAN,AB	0-34.6	249	453	702
CPR	HOADLEY	TRUMAN,AB - HOMEGLIN,AB	34.6-42.6	217	437	654
CPR	IGNACE	IGNACE,ON - KENORA,ON	0-146.2	13,920	22,623	36,542
CPR	IND KALSPUR	KALIUM SPUR JCT,SK - KALIUM,SK	0.0- 3.8	842	3,862	4,704
CPR	IND KALSPUR	KALIUM,SK - SASKFERCO,SK	3.8- 6.5	38	96	134
CPR	INDIAN HEAD	BROADVIEW,SK - CRECY,SK	0-88.7	15,965	17,560	33,525
CPR	INDIAN HEAD	CRECY,SK - REGINA,SK	88.7-93.5	16,468	17,721	34,189
CPR	INDIAN HEAD	REGINA,SK - BELLE PLAINE,SK	93.5-117.8	33,025	20,805	53,830
CPR	INDIAN HEAD	BELLE PLAINE,SK - PASQUA,SK	117.8-129.1	37,773	20,536	58,309
CPR	INDIAN HEAD	PASQUA,SK - MOOSE JAW,SK	129.1-135.1	54,918	40,504	95,422
CPR	JACKSON	RAMSEY,MN - JACKSON,MN	42.9-148	239	748	987
CPR	KAMINISTIQUEA	THUNDER BAY,ON - IGNACE,ON	0.0-147.2	13,501	22,579	36,080
CPR	KANSAS CITY	LAREDO,MO - POLO,MO	406.9-456.7	8,100	4,090	12,190
CPR	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	456.7-498.8	7,904	4,038	11,942
CPR	KEEWATIN	KENORA,ON - MOLSON,MB	0-90.1	14,202	22,546	36,747
CPR	KEEWATIN	MOLSON,MB - NORCRAN,MB	90.1-119.2	14,174	22,496	36,670

EXHIBIT 14: TRAFFIC DENSITY
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Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	KEEWATIN	NORCRAN,MB - WHITTIER,MB	119.2-124.5	7,720	11,796	19,516
CPR	KEEWATIN	WHITTIER,MB - WINNIPEG,MB	124.5-125.7	22,669	40,092	62,760
CPR	KERROBERT	ASTUM,SK - KERROBERT,SK	91.0-102.5	229	64	292
CPR	KERROBERT	HERSCHEL,SK - ASTUM,SK	61.7- 91.0	69	19	88
CPR	LA RIVIERE	WINNIPEG,MB - ROSENFELD,MB	0-54.2	503	1,561	2,065
CPR	LA RIVIERE	ROSENFELD,MB - MORDEN,MB	54.2- 78.0	79	329	408
CPR	LACOLLE	ROUSES POINT JCT,PQ - DELSON,PQ	0-27.1	1,711	4,523	6,234
CPR	LACOMBE	STETTLER,AB - JUNE,AB	59.5-103.2	256	195	451
CPR	LAGGAN	CALGARY,AB - KEITH,AB	0-9.6	47,718	23,753	71,471
CPR	LAGGAN	KEITH,AB - COPITHORNE JCT,AB	9.6-27.2	47,420	23,730	71,150
CPR	LAGGAN	COPITHORNE JCT,AB - MITFORD,AB	27.2-36.2	3,254	1,813	5,067
CPR	LAGGAN	MITFORD,AB - EXSHAW,AB	36.2-56.1	47,624	23,743	71,367
CPR	LAGGAN	EXSHAW,AB - FIELD,BC	56.1-136.6	46,915	22,111	69,026
CPR	LANIGAN	REGINA,SK - BULYEA JCT,SK	0-42.4	4,026	16,014	20,040
CPR	LANIGAN	BULYEA JCT,SK - LANIGAN,SK	42.4-104.4	3,831	15,330	19,161
CPR	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	302.8-364	8,147	4,087	12,234
CPR	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	364-405.1	8,112	4,077	12,189
CPR	LEDUC	RED DEER,AB - BLACKFALDS,AB	2.8-11.5	13,727	26,457	40,183
CPR	LEDUC	BLACKFALDS,AB - JACKSON,AB	11.5-16.1	13,302	25,267	38,569
CPR	LEDUC	JACKSON,AB - LACOMBE,AB	16.1-18.02	13,049	24,813	37,861
CPR	LEDUC	LACOMBE,AB - WETASKIWIN,AB	18-57.4	12,236	23,009	35,245
CPR	LEDUC	WETASKIWIN,AB - LEDUC,AB	57.4-79.1	9,014	16,148	25,162
CPR	LEDUC	LEDUC,AB - GAINER,AB	79.1-95	6,829	12,568	19,397
CPR	LEDUC	GAINER,AB - SOUTH EDMONTON,AB	95-96.9	41	60	101
CPR	LIGNITE	FLAXTON,ND - STAMPEDE,ND	0.0- 16.0	219	762	980
CPR	LLOYDMINSTER	WILKIE,SK - MARSDEN,SK	0-65.1	513	1,527	2,041
CPR	LLOYDMINSTER	MARSDEN,SK - BIG GULLY TFR,SK	65.1-103	499	1,486	1,985
CPR	M & O	DORION,PQ - RIGAUD,PQ	0-16.5	2	0	2
CPR	M & P	PORTAGE,WI - MADISON,WI	0-30.2	920	285	1,206
CPR	MACKLIN	KERROBERT,SK - RURAL,SK	0.0- 1.0	425	109	534
CPR	MACKLIN	RURAL,SK - ZINGER,SK	1.0- 1.5	113	179	291
CPR	MACKLIN	ZINGER,SK - MACKLIN,SK	1.5- 46.4	111	121	232
CPR	MACTIER	VAUGHAN IMS,ON - ALLISTON,ON	14.8-44.7	12,783	16,441	29,224
CPR	MACTIER	ALLISTON,ON - MEDONTE,ON	44.7-90.4	11,646	14,871	26,517
CPR	MACTIER	MEDONTE,ON - MACTIER,ON	90.4-128.3	11,627	14,857	26,483
CPR	MACTIER D	WEST TORONTO,ON - VAUGHAN IMS,ON	0-14.8	9,205	13,001	22,206
CPR	MAPLE CREEK	SWIFT CURRENT,SK - JAVA,SK	0-6	53,259	34,950	88,208
CPR	MAPLE CREEK	JAVA,SK - HATTON,SK	6-103.3	53,380	34,270	87,650

EXHIBIT 14: TRAFFIC DENSITY
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Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	MAPLE CREEK	HATTON,SK - DUNMORE,AB	103.3-138.8	53,685	34,252	87,937
CPR	MAPLE CREEK	DUNMORE,AB - MEDICINE HAT,AB	138.8-147.4	46,984	32,797	79,781
CPR	MARPOLE	ONTARIO STREET,BC - NEW WESTMINSTER,BC	7.5- 16.0	10	9	18
CPR	MARQUETTE	SABULA,IA - MARQUETTE,IA	0-98	9,190	12,087	21,278
CPR	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	98-136.5	10,697	9,337	20,034
CPR	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	136.5-159	10,688	9,334	20,022
CPR	MASON CITY	MARQUETTE,IA - MASON CITY,IA	0-116.7	2,786	5,091	7,877
CPR	MELFORT	LANIGAN,SK - NAICAM,SK	0.0- 49.3	170	194	364
CPR	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	407.4-411.9	13,691	20,569	34,260
CPR	MERRIAM PARK	ST PAUL FORDSON JCT,MN - FORDSON,MN	411.9-412.0	795	305	1,100
CPR	MERRIAM PARK	FORDSON,MN - SOUTH MINNEAPOLIS,MN	412.0-418.7	421	239	660
CPR	MINNEDOSA	PORTAGE LA PRAIRIE,MB - MINNEDOSA,MB	0-77.9	5,530	14,922	20,451
CPR	MISSION	MISSION CITY,BC - RIVERSIDE,BC	0.0- 1.0	4,744	58,447	63,191
CPR	MISSION	RIVERSIDE,BC - MATSQUI JCT,BC	1.0- 1.4	621	46,153	46,774
CPR	MISSION	MATSQUI JCT,BC - HUNTINGDON,BC	1.4- 10.1	620	385	1,004
CPR	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	7.2-16.3	217	94	311
CPR	MN&S SPUR	ATWOOD,MN - NESBITT,MN	16.3-25.7	233	83	316
CPR	MONTANA	SWEET GRASS,MT - STIRLING,AB	0-47.2	1,969	4,130	6,099
CPR	MONTANA	STIRLING,AB - MONTANA,AB	47.2-64.8	646	1,178	1,824
CPR	MONTROSE	NIAGARA FALLS,ON - MONTROSE YARD,ON	0-4	24	-	24
CPR	MONTROSE	MONTROSE,ON - RUSHOLME,ON	4-13.4	69	16	85
CPR	MOUNTAIN	FIELD,BC - KC JUNCTION,BC	0-36.7	47,649	22,642	70,291
CPR	MOUNTAIN	GOLDEN,BC - REVELSTOKE,BC	36.7-125.7	86,592	30,244	116,836
CPR	MTP IHB TRACKS	GIBSON,IN - DOLTON JCT,IL	1.1-10.4	1,833	2,399	4,233
CPR	MTP IHB TRACKS	DOLTON JCT,IL - BLUE ISLAND,IL	10.4-14.1	1,855	2,170	4,025
CPR	MTP IHB TRACKS	BLUE ISLAND,IL - ARGO,IL	14.1-27	2,387	1,916	4,303
CPR	MTP IHB TRACKS	ARGO,IL - BROADVIEW,IL	27-33.9	6,719	25,904	32,622
CPR	MTP IHB TRACKS	BROADVIEW,IL - NORPAUL YARD,IL	33.9-39.2	-	2,291	2,291
CPR	MTP WATERTOWN- MADISON	WATERTOWN,WI - WATERLOO,WI	131.2-156	123	210	333
CPR	NAPINKA	KILLARNEY,MB - DELORAINE,MB	53.0- 89.9	839	226	1,064
CPR	NAPINKA	DELORAINE,MB - NAPINKA,MB	89.9-108.6	1,054	279	1,332

EXHIBIT 14: TRAFFIC DENSITY
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Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	NELSON	CURZON,BC - NELSON,BC	42.6-137.8	1,013	1,462	2,475
CPR	NEMEGOS	CARTIER,ON - RAMSEY,ON	0-70.7	11,237	13,715	24,952
CPR	NEMEGOS	RAMSEY,ON - CHAPLEAU,ON	70.7-136.4	11,235	13,716	24,951
CPR	NEPHTON	HAVELOCK,ON - BLUE MOUNTAIN,ON	0-20	99	325	424
CPR	NEWTOWN	DRAKE,ND - MAX,ND	0.0- 48.9	4,781	3,748	8,529
CPR	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	48.9- 80.5	4,228	2,583	6,811
CPR	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	80.5-111.6	3,933	2,323	6,257
CPR	NIPIGON	SCHREIBER,ON - RED ROCK,ON	0-68.3	11,202	13,558	24,760
CPR	NIPIGON	RED ROCK,ON - CURRENT RIVER,ON	68.3-126.6	11,202	13,556	24,759
CPR	NIPIGON	CURRENT RIVER,ON - THUNDER BAY NORTH,ON	126.6-132.9	11,202	13,556	24,758
CPR	NITRIN	EAST MOLINE,IL - CEFFCO,IL	1.7-19.8	105	75	180
CPR	NORTH TORONTO	LEASIDE,ON - WEST TORONTO,ON	0-5.9	18,053	20,873	38,926
CPR	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	310-386.6	5,536	12,776	18,312
CPR	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	358.5-421.6	4,703	7,092	11,795
CPR	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	421.6-482	4,660	7,083	11,743
CPR	NS CHICAGO LINE	PORTER,IN - CP 502,IN	482-502.8	2,267	3,593	5,859
CPR	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	502.8-509.7	373	5,116	5,488
CPR	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	6.4-37.4	4,698	7,100	11,799
CPR	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	37.4-80.4	4,698	7,100	11,798
CPR	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	80.4-97.4	4,698	7,100	11,798
CPR	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	97.4-109.3	4,703	7,092	11,795
CPR	OTTUMWA	NAHANT,IA - MUSCATINE,IA	195.7-220.3	9,817	5,094	14,911
CPR	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	220.3-302.8	9,504	7,588	17,092
CPR	OUTLOOK	MOOSE JAW,SK - TUXFORD,SK	0.1-15.3	188	567	755
CPR	OUTLOOK	TUXFORD,SK - EYEBROW,SK	15.3-44.6	142	549	691
CPR	OUTLOOK	EYEBROW,SK - LOREBURN,SK	44.6-85.6	139	548	687
CPR	OUTLOOK	LOREBURN,SK - BRODERICK,SK	85.6-91.3	88	381	469
CPR	OUTREMONT SPUR	MONTREAL RACINE IMS,PQ - HOCHELAGA,PQ	0.0- 2.1	1,961	1,788	3,749
CPR	OUTREMONT SPUR	HOCHELAGA,PQ - OUTREMONT,PQ	2.1-6.4	3,549	3,060	6,609
CPR	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	0-28.4	865	1,524	2,389
CPR	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	28.4-72.5	897	1,174	2,071
CPR	OWATONNA	RAMSEY,MN - COMUS,MN	72.5-123.8	761	342	1,103
CPR	PAGE	RIVERSIDE,BC - LIVINGSTONE,BC	0-2	26,856	9,966	36,822
CPR	PAGE	LIVINGSTONE,BC - DELTAPORT IMS,BC	2-44.2	27,485	9,170	36,655
CPR	PARRY SOUND	MACTIER,ON - ROMFORD,ON	1.4-121.7	11,654	14,894	26,548

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	2-3.1	8,160	12,063	20,224
CPR	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	3.1-7.2	22,872	40,040	62,912
CPR	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	7.2-104.3	21,954	39,674	61,628
CPR	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	104.3-119.7	22,026	39,881	61,908
CPR	PECTEN	BROCKET,AB - PECTEN,AB	0-29.3	70	336	406
CPR	PORTAL	HARVEY,ND - DRAKE,ND	23.0- 0.0	18,688	23,661	42,349
CPR	PORTAL	DRAKE,ND - KENMARE,ND	122.3- 23.0	15,051	20,555	35,606
CPR	PORTAL	KENMARE,ND - FLAXTON,ND	144.0-122.3	15,634	20,533	36,167
CPR	PORTAL	FLAXTON,ND - PORTAL,ND	153.7-144.0	15,492	19,760	35,252
CPR	RADVILL	EXON,SK - RADVILLE,SK	0.0- 70.0	75	98	173
CPR	RED DEER	12TH STREET EAST,AB - PETRO,AB	0-11.7	14,549	29,857	44,406
CPR	RED DEER	PETRO,AB - EAST CROSSFIELD,AB	11.7-27.8	14,549	29,853	44,402
CPR	RED DEER	E CROSSFIELD JCT,AB - DIDSBURY,AB	27.8-47	14,424	29,468	43,891
CPR	RED DEER	DIDSBURY,AB - DOAN JCT,AB	47-68.1	14,054	28,157	42,211
CPR	RED DEER	DOAN JCT,AB - RED DEER,AB	68.1-95.6	14,117	27,938	42,056
CPR	REFORD	RURAL,SK - WILKIE,SK	42.8- 0.0	466	56	522
CPR	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	288-402.5	23,630	36,720	60,351
CPR	RIVER	NEWPORT,MN - ST PAUL,MN	402.5-407.4	22,758	35,848	58,606
CPR	ROCANVILLE SYLVITE SPUR	ROCANVILLE,SK - SYLVITE,SK	0.0- 5.5	497	1,986	2,483
CPR	ROCANVILLE	VIRDEN,MB - MB/SK ROCANVILLE,MB	0-41.5	498	1,986	2,483
CPR	ROCANVILLE	MB/SK ROCANVILLE,MB - ROCANVILLE,SK	41.5-50.8	498	1,986	2,483
CPR	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	0-30.9	8	13	21
CPR	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	30.9-45.8	42	69	111
CPR	SCOTFORD	SCOTFORD,AB - ELK ISLAND,AB	138.1-144.1	6,586	3,362	9,948
CPR	SCOTFORD	ELK ISLAND,AB - GAINER,AB	144.1-173.6	8,211	4,244	12,455
CPR	SHANTZ	DIDSBURY,AB - SHANTZ,AB	0.0- 14.1	162	636	797
CPR	SHELDON	MASON CITY,IA - SHELDON,IA	116.7-252.4	747	1,371	2,119
CPR	SHUSWAP	REVELSTOKE,BC - BELL POLE SPUR,BC	0-5	86,336	30,217	116,554
CPR	SHUSWAP	BELL POLE SPUR,BC - TUM TUM,BC	5.0- 6.5	86,336	30,213	116,549
CPR	SHUSWAP	TUM TUM,BC - WESTAR EAG RV,BC	6.5-29.4	86,335	30,213	116,548
CPR	SHUSWAP	WESTAR EAG RV,BC - CAMBIE,BC	29.4-43.2	86,334	30,211	116,545
CPR	SHUSWAP	CAMBIE,BC - SICAMOUS,BC	43.2-45	86,331	30,207	116,539
CPR	SHUSWAP	SICAMOUS,BC - CANOE,BC	45-56.4	86,332	30,207	116,539
CPR	SHUSWAP	CANOE,BC - KAMLOOPS,BC	56.4-128.5	80,322	28,196	108,518
CPR	SOUTHERN TIER	BINGHAMTON,NY - BUFFALO,NY	0.0-212.0	113	219	332

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	ST LUC BRANCH	ST LUC,PQ - BALLANTYNE,PQ	0.0- 2.1	50	85	135
CPR	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	11.8-17.1	77	24,771	24,848
CPR	STAMFORD	BUFFALO,NY - FORT ERIE,ON	0.0- 1.0	2,861	3,455	6,316
CPR	SUTHERLAND	WYNYARD,SK - LANIGAN,SK	0-37.7	10,281	12,042	22,324
CPR	SUTHERLAND	LANIGAN,SK - GUERNSEY,SK	37.7-44.4	9,139	21,780	30,919
CPR	SUTHERLAND	GUERNSEY,SK - ARPIERS,SK	44.4-70.2	9,166	20,802	29,968
CPR	SUTHERLAND	ARPIERS,SK - ELSTOW,SK	70.2-83.4	9,079	19,924	29,002
CPR	SUTHERLAND	ELSTOW,SK - CHEVIOT,SK	83.4-97.1	8,413	18,171	26,585
CPR	SUTHERLAND	CHEVIOT,SK - SUTHERLAND,SK	97.1-109.7	9,716	18,274	27,990
CPR	SUTHERLAND	SUTHERLAND,SK - SASKATOON,SK	109.7-113.5	7,020	15,722	22,742
CPR	SUTHERLAND ALLAN SPUR	ELSTOW,SK - ALLAN MINES,SK	0.0- 3.6	859	1,997	2,856
CPR	SUTHERLAND ALWINSAL SPUR	GUERNSEY,SK - ALWINSAL,SK	0.0- 4.2	706	1,725	2,431
CPR	SUTHERLAND NORANDA SPUR	ARPIERS,SK - NORCO,SK	0.0- 1.0	363	1,057	1,420
CPR	SUTHERLAND POTASCO SPUR	CHEVIOT,SK - POTASCO,SK	0.0- 1.1	423	660	1,083
CPR	SWIFT CURRENT	MOOSE JAW,SK - CURLE,SK	0-2.3	52,112	36,082	88,194
CPR	SWIFT CURRENT	CURLE,SK - SWIFT CURRENT,SK	2.3-110.4	51,726	34,455	86,181
CPR	TABER	BELLCOTT,AB - MONTANA,AB	1.4-106.7	14,651	5,188	19,839
CPR	TABER	MONTANA,AB - LETHBRIDGE,AB	106.7-116.4	18,062	9,943	28,005
CPR	THOMPSON	KAMLOOPS,BC - NEPA,BC	0-54.8	83,757	29,164	112,920
CPR	THOMPSON	NEPA,BC - NORTH BEND,BC	54.8-121.5	590	9,076	9,667
CPR	THUNBAY TRM	THUNDER BAY NORTH,ON - THUNDER BAY,ON	0.0- 4.4	11,202	13,556	24,758
CPR	TISDALE	GOUDIE,SK - BERTH,SK	0.1-44.6	428	1,545	1,973
CPR	TISDALE	BERTH,SK - NIPAWIN,SK	44.6-131.7	288	1,010	1,298
CPR	TOMAH	PORTAGE,WI - NEW LISBON,WI	180.4-221.2	18,534	39,466	58,000
CPR	TOMAH	NEW LISBON,WI - LA CROSSE,WI	221.2-281.2	20,813	38,627	59,440
CPR	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	281.2-283.8	23,327	39,508	62,835
CPR	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	283.8-288.1	24,202	39,369	63,571
CPR	TRACY	WASECA,MN - WEST MANKATO,MN	102.5-129.6	1,259	3,224	4,483
CPR	TRACY	WEST MANKATO,MN - SANBORN,MN	129.6-201.7	1,143	2,880	4,023
CPR	TRACY	SANBORN,MN - TRACY,MN	201.7-226.5	1,114	2,621	3,736
CPR	TRACY	TRACY,MN - MN/SD HURON,SD	226.5-244.5	107	33	141
CPR	TYVAN	LAJORD,SK - CRECY,SK	80.1-87.3	4	24	27
CPR	UP MANKOTA	STP CHESTNUT ST,MN - SAVAGE,MN	4.2- 18.6	976	567	1,542

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	UP MANKOTA	SAVAGE,MN - SHAKOPEE,MN	18.6- 28.2	356	207	562
CPR	UP TWO ALBERT LEA	NORTHFIELD,MN - ROSEPORT,MN	313.1-343.9	287	705	991
CPR	UP TWO ALBERT LEA	ROSEPORT,MN - SOUTH ST PAUL,MN	343.9-348	372	913	1,285
CPR	UP TWO ALBERT LEA	SOUTH ST PAUL,MN - ST PAUL,MN	348.0-352.3	400	978	1,378
CPR	VAUDREUIL	ST LUC,PQ - DORION,PQ	2.2-18.9	9,955	12,582	22,538
CPR	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	194.5-203.1	96	322	419
CPR	VEBLEN	SD/ND B,SD - ROSHOLT,SD	203.1-210.0	96	322	419
CPR	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	4.9-49.3	1,863	4,798	6,661
CPR	WASECA	ROCHESTER,MN - WASECA,MN	49.3-102.5	2,179	4,921	7,100
CPR	WATERLOO	GALT,ON - PRESTON,ON	0.8-4.3	1,721	1,768	3,489
CPR	WATERLOO	PRESTON,ON - KITCHENER,ON	4.3-11.2	374	380	754
CPR	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	87.1-88.2	10,007	19,276	29,283
CPR	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	88.2-99.4	10,924	20,984	31,909
CPR	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	99.4-102.1	18,242	35,145	53,386
CPR	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	102.1-133.7	18,230	35,143	53,373
CPR	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	133.7-176.9	18,415	35,285	53,701
CPR	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	176.9-180.4	18,405	35,222	53,627
CPR	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	0-1.3	23	49	72
CPR	WESTMINSTER	MACAULAY,BC - FRASER MILLS,BC	0-4.9	14,530	4,658	19,188
CPR	WESTMINSTER	FRASER MILLS,BC - SAPPERTON,BC	4.9-5.61	2,209	1,351	3,560
CPR	WESTMINSTER	SAPPERTON,BC - NEW WESTMINSTER,BC	5.61-9.2	2,208	1,351	3,559
CPR	WETASKIWIN	HARDISTY,AB - WETASKIWIN,AB	0-95	5,598	2,881	8,478
CPR	WEYBURN	PASQUA,SK - EXON,SK	0-84.1	20,136	17,124	37,260
CPR	WEYBURN	EXON,SK - ESTEVAN,SK	84.1-137.5	20,524	16,058	36,582
CPR	WEYBURN	ESTEVAN,SK - PORTAL,ND	137.5-158	19,645	15,483	35,128
CPR	WHITE FOX SPUR	NIPAWIN,SK - CHOICELAND,SK	0.0- 0.6	1	3	4
CPR	WHITE RIVER	CHAPLEAU,ON - FRANZ,ON	0-82	11,365	13,711	25,076
CPR	WHITE RIVER	FRANZ,ON - WHITE RIVER,ON	82-129.9	11,414	13,953	25,367
CPR	WILKIE SPUR	CORY,SK - DUVCO,SK	0.0- 2.4	181	679	860
CPR	WILKIE	SASKATOON,SK - CORY,SK	0-9.1	6,879	14,889	21,768
CPR	WILKIE	CORY,SK - DUNFERMLINE,SK	9.1-16.5	6,692	14,209	20,901
CPR	WILKIE	DUNFERMLINE,SK - WILKIE,SK	16.5-99.6	6,272	12,912	19,184
CPR	WILLINGDON SPUR	STAR,AB - ELK ISLAND,AB	0.0- 9.8	910	291	1,202
CPR	WINCHESTER	DORION,PQ - ON/PQ WINCHESTER,ON	18.9-42	9,961	12,686	22,647
CPR	WINCHESTER	ON/PQ WINCHESTER,ON - BEDELL,ON	42-103.2	10,007	12,780	22,786

EXHIBIT 14: TRAFFIC DENSITY
CPR Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/North Gross Tons (000)	East/South Gross Tons (000)	Total Gross Tons (000)
CPR	WINCHESTER	BEDELL,ON - SMITHS FALLS,ON	103.2-123.8	10,048	12,888	22,935
CPR	WINDERMERE	FORT STEELE,BC - KC JUNCTION,BC	0-144.8	39,071	7,840	46,912
CPR	WINDSOR	LONDON ONTARIO,ON - MELROSE,ON	0-11.7	8,768	9,151	17,919
CPR	WINDSOR	MELROSE,ON - CHATHAM,ON	11.7-63.4	8,765	9,139	17,904
CPR	WINDSOR	CHATHAM,ON - WINDSOR,ON	63.4-111.7	8,835	9,161	17,996
CPR	WINDSOR	WINDSOR,ON - WEST DETROIT,MI	112-121.1	9,888	9,680	19,568
CPR	WINNIPEG BEACH SPUR	MIDDLECHURCH,MB - SELKIRK,MB	0-21	3	1	4
CPR	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	1.5-8.4	302	27,131	27,432
CPR	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	8.4-20.7	81	174	255
CPR	WYNYARD	BREDENBURY,SK - GOUDIE,SK	0-73.8	8,567	12,099	20,667
CPR	WYNYARD	GOUDIE,SK - WYNYARD,SK	73.8-113.8	10,588	12,396	22,984
CPR	YARBO	BREDENBURY,SK - YARBO,SK	0-14	587	5,359	5,946

EXHIBIT 14: TRAFFIC DENSITY
KCS Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/South Gross Tons (000)	East/North Gross Tons (000)	Total Gross Tons (000)
KCS	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	89.1-105.5	591	889	1,480
KCS	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	561-681	4,661	5,663	10,323
KCS	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	681-691.1	4,881	5,439	10,320
KCS	ALLIANCE	RENNER,TX - WYLIE,TX	0-9.1	654	615	1,269
KCS	ALLIANCE	METRO,TX - RENNER,TX	9.1-54.1	415	110	525
KCS	ALLIANCE	ALLIANCE,TX - METRO,TX	54.1-76.1	415	110	525
KCS	ARTESIA	MERIDIAN,MS - ARTESIA,MS	135.2-219.2	5,015	5,006	10,021
KCS	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	219.2-232.5	2,137	1,259	3,396
KCS	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	232.5-279.0	1,400	21	1,421
KCS	ARTESIA	TUPELO,MS - CORINTH,MS	279.0-328.8	2,106	1,015	3,121
KCS	BEAUMONT	LEESVILLE,LA - SHREVEPORT,LA	577-668.4	19,514	10,959	30,473
KCS	BEAUMONT	DE QUINCY,LA - LEESVILLE,LA	668.4-719	17,138	10,177	27,315
KCS	BEAUMONT	BEAUMONT,TX - DE QUINCY,LA	719-766	17,484	15,670	33,153
KCS	BEAUMONT	PORT ARTHUR,TX - BEAUMONT,TX	766-786.1	7,185	3,871	11,056
KCS	BEAUMONT TO ROSENBERG	HOUSTON,TX - BEAUMONT,TX	0-83.3	25,153	7,405	32,559
KCS	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	0-9.8	967	1,545	2,512
KCS	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	9.8-16.1	1,709	1,496	3,205
KCS	COUNCE BRANCH	SHARPS,MS-YELLOW CREEK PORT,MS	9.8-9.9	N/A	N/A	N/A
KCS	DALLAS	DALLAS,TX - WYLIE,TX	0-18.1	2,896	274	3,171
KCS	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	252.1-285	1,916	2,362	4,277
KCS	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	0-27.7	-	-	-
KCS	GODFREY	ROODHOUSE,IL - GODFREY,IL	28.1-68.2	1,279	1,879	3,157
KCS	GREENVILLE	GREENVILLE,TX - SHREVEPORT,LA	0.1-171.6	11,019	5,922	16,941
KCS	GREENVILLE	WYLIE,TX - GREENVILLE,TX	171.6-201.9	6,509	7,508	14,018
KCS	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	0.5-3.9	1,294	1,724	3,018
KCS	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	3.9-67.5	856	672	1,527
KCS	GULFPORT	DELISLE JUNCTION, MS-DELISLE, MS	67.5-67.5	999	385	1,385

EXHIBIT 14: TRAFFIC DENSITY
KCS Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/South Gross Tons (000)	East/North Gross Tons (000)	Total Gross Tons (000)
KCS	HEAVENER	WATTS,OK - PITTSBURG,KS	128.2-236.0	27,914	10,005	37,919
KCS	HEAVENER	POTEAU,OK - WATTS,OK	236.0-326.4	26,316	9,855	36,172
KCS	HEAVENER	HEAVENER,OK - POTEAU,OK	326.4-338.0	26,237	10,866	37,103
KCS	JACKSON TO HATTIESBURG	JACKSON,MS - HATTIESBURG,MS	0-90.3	N/A	N/A	N/A
KCS	JACKSONVILLE	JACKSONVILLE,IL - MURRAYVILLE,IL	216.3-226.7	1,489	445	1,934
KCS	KCS LAREDO	LAREDO YARD,TX - ROBSTOWN,TX	2.9-146.9	25,821	11,745	37,566
KCS	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	146.9-157	3,887	1,573	5,460
KCS	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	719-735.4	1,998	1,432	3,430
KCS	LOUISVILLE	ACKERMAN,MS - WEST POINT JUNCTION,MS	39.6-0	N/A	N/A	N/A
KCS	LOUISVILLE	LOUISVILLE,MS - ACKERMAN,MS	57.5-39.6	N/A	182	182
KCS	LOUISVILLE	UNION,MS - LOUISVILLE,MS	97.1-57.5	182	598	780
KCS	LOUISVILLE	NEWTON,MS - UNION,MS	116.7-97.1	598	-	598
KCS	MERIDIAN	NEWTON,MS - MERIDIAN,MS	0-30.9	13,050	15,727	28,778
KCS	MERIDIAN	JACKSON,MS - NEWTON,MS	30.9-95.9	13,576	19,124	32,700
KCS	MERIDIAN	VICKSBURG,MS - JACKSON,MS	95.9-140.6	16,971	15,632	32,603
KCS	MEXICO	SLATER,MO - MEXICO,MO	325.7-393.6	2,989	3,357	6,345
KCS	MEXICO	KANSAS CITY,MO - SLATER,MO	393.6-490.8	5,595	2,778	8,373
KCS	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	691.9-788.4	7,885	5,148	13,033
KCS	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	788.4-865	6,717	11,828	18,545
KCS	PITTSBURG	PITTSBURG,KS - KANSAS CITY,MO	3.7-128.2	35,042	12,733	47,775
KCS	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	237.3-325.7	2,762	1,929	4,692
KCS	ROSENBERG	KENDLETON,TX - HOUSTON,TX	83.3-904.5	19,722	8,630	28,352
KCS	ROSENBERG	VICTORIA,TX - KENDLETON,TX	904.5-979.3	19,927	7,156	27,083
KCS	SHREVEPORT	DE QUEEN,AR - HEAVENER,OK	338.5-433.1	29,270	10,687	39,956
KCS	SHREVEPORT	ASHDOWN,AR - DE QUEEN,AR	433.1-470.2	29,621	11,528	41,149
KCS	SHREVEPORT	SHREVEPORT,LA - ASHDOWN,AR	470.2-553.4	30,019	13,329	43,348
KCS	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	203.7-221.7	34	2	36

EXHIBIT 14: TRAFFIC DENSITY
KCS Year 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/South Gross Tons (000)	East/North Gross Tons (000)	Total Gross Tons (000)
KCS	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	221.7-237.3	1,521	445	1,966
KCS	VICKSBURG	MONROE,LA - VICKSBURG,MS	0-71.5	11,042	16,855	27,897
KCS	VICKSBURG	GIBSLAND,LA - MONROE,LA	71.5-127.2	12,360	15,285	27,645
KCS	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	127.2-141.4	11,035	15,381	26,416
KCS	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	141.4-165.1	29,404	20,179	49,584
KCS	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - VICTORIA,TX	0-12.8	19,250	7,153	26,404
KCS	VICTORIA TO ROBSTOWN	ROBSTOWN,TX - PLACEDO,TX (UP)	12.8-95.6	19,250	7,153	26,404
KCS	WHITE ROCK BRANCH	RENNER,TX - DALLAS,TX	0-8.1	34	-	34

EXHIBIT 14: TRAFFIC DENSITY
KCS Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/South Gross Tons (000)	East/North Gross Tons (000)	Total Gross Tons (000)
KCS	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	89.1-105.5	1,076	1,612	2,688
KCS	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	561-681	4,623	5,582	10,206
KCS	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	681-691.1	5,626	5,264	10,890
KCS	ALLIANCE	RENNER,TX - WYLIE,TX	0-9.1	1,340	927	2,267
KCS	ALLIANCE	METRO,TX - RENNER,TX	9.1-54.1	1,085	442	1,527
KCS	ALLIANCE	ALLIANCE,TX - METRO,TX	54.1-76.1	1,027	442	1,469
KCS	ARTESIA	MERIDIAN,MS - ARTESIA,MS	135.2-219.2	5,417	5,316	10,733
KCS	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	219.2-232.5	2,307	641	2,948
KCS	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	232.5-279.0	1,321	41	1,362
KCS	ARTESIA	TUPELO,MS - CORINTH,MS	279.0-328.8	1,904	982	2,885
KCS	BEAUMONT	LEESVILLE,LA - SHREVEPORT,LA	577-668.4	20,267	13,383	33,650
KCS	BEAUMONT	DE QUINCY,LA - LEESVILLE,LA	668.4-719	17,664	12,438	30,102
KCS	BEAUMONT	BEAUMONT,TX - DE QUINCY,LA	719-766	19,382	13,852	33,234
KCS	BEAUMONT	PORT ARTHUR,TX - BEAUMONT,TX	766-786.1	5,671	6,953	12,624
KCS	BEAUMONT TO ROSENBERG	HOUSTON,TX - BEAUMONT,TX	0-83.3	22,377	7,774	30,151
KCS	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	0-9.8	877	1,380	2,257
KCS	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	9.8-16.1	1,830	1,660	3,491
KCS	COUNCE BRANCH	SHARPS,MS-YELLOW CREEK PORT,MS	9.8-9.9	N/A	N/A	N/A
KCS	DALLAS	DALLAS,TX - WYLIE,TX	0-18.1	3,287	269	3,556
KCS	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	252.1-285	2,596	2,884	5,480
KCS	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	0-27.7	-	-	-
KCS	GODFREY	ROODHOUSE,IL - GODFREY,IL	28.1-68.2	1,631	2,185	3,816
KCS	GREENVILLE	GREENVILLE,TX - SHREVEPORT,LA	0.1-171.6	14,697	7,937	22,635
KCS	GREENVILLE	WYLIE,TX - GREENVILLE,TX	171.6-201.9	8,155	9,573	17,729
KCS	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	0.5-3.9	1,389	1,664	3,054

EXHIBIT 14: TRAFFIC DENSITY
KCS Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/South Gross Tons (000)	East/North Gross Tons (000)	Total Gross Tons (000)
KCS	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	3.9-67.5	977	705	1,682
KCS	GULFPORT	DELISLE JUNCTION, MS-DELISLE, MS	67.5-67.5	920	371	1,291
KCS	HEAVENER	WATTS,OK - PITTSBURG,KS	128.2-236.0	30,355	10,421	40,776
KCS	HEAVENER	POTEAU,OK - WATTS,OK	236.0-326.4	28,068	10,155	38,223
KCS	HEAVENER	HEAVENER,OK - POTEAU,OK	326.4-338.0	27,906	11,034	38,939
KCS	JACKSON TO HATTIESBURG	JACKSON,MS - HATTIESBURG,MS	0-90.3	N/A	N/A	N/A
KCS	JACKSONVILLE	JACKSONVILLE,IL - MURRAYVILLE,IL	216.3-226.7	2,376	678	3,054
KCS	KCS LAREDO	LAREDO YARD,TX - ROBSTOWN,TX	2.9-146.9	25,197	12,108	37,305
KCS	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	146.9-157	2,562	1,334	3,896
KCS	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	719-735.4	2,819	1,896	4,716
KCS	LOUISVILLE	ACKERMAN,MS - WEST POINT JUNCTION,MS	39.6-0	N/A	N/A	N/A
KCS	LOUISVILLE	LOUISVILLE,MS - ACKERMAN,MS	57.5-39.6	N/A	320	320
KCS	LOUISVILLE	UNION,MS - LOUISVILLE,MS	97.1-57.5	320	1,259	1,579
KCS	LOUISVILLE	NEWTON,MS - UNION,MS	116.7-97.1	1,259	1	1,260
KCS	MERIDIAN	NEWTON,MS - MERIDIAN,MS	0-30.9	13,388	15,150	28,538
KCS	MERIDIAN	JACKSON,MS - NEWTON,MS	30.9-95.9	13,709	18,553	32,261
KCS	MERIDIAN	VICKSBURG,MS - JACKSON,MS	95.9-140.6	18,753	15,569	34,322
KCS	MEXICO	SLATER,MO - MEXICO,MO	325.7-393.6	4,251	4,558	8,809
KCS	MEXICO	KANSAS CITY,MO - SLATER,MO	393.6-490.8	6,959	3,417	10,376
KCS	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	691.9-788.4	7,860	6,039	13,899
KCS	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	788.4-865	6,968	11,411	18,379
KCS	PITTSBURG	PITTSBURG,KS - KANSAS CITY,MO	3.7-128.2	37,069	14,190	51,259
KCS	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	237.3-325.7	4,167	2,489	6,655
KCS	ROSENBERG	KENDLETON,TX - HOUSTON,TX	83.3-904.5	19,569	8,761	28,330
KCS	ROSENBERG	VICTORIA,TX - KENDLETON,TX	904.5-979.3	18,414	7,592	26,006
KCS	SHREVEPORT	DE QUEEN,AR - HEAVENER,OK	338.5-433.1	31,068	10,969	42,038
KCS	SHREVEPORT	ASHDOWN,AR - DE QUEEN,AR	433.1-470.2	31,226	11,751	42,977

EXHIBIT 14: TRAFFIC DENSITY
KCS Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Mileposts	West/South Gross Tons (000)	East/North Gross Tons (000)	Total Gross Tons (000)
KCS	SHREVEPORT	SHREVEPORT,LA - ASHDOWN,AR	470.2-553.4	31,995	13,787	45,783
KCS	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	203.7-221.7	40	3	43
KCS	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	221.7-237.3	2,412	678	3,090
KCS	VICKSBURG	MONROE,LA - VICKSBURG,MS	0-71.5	13,206	16,801	30,007
KCS	VICKSBURG	GIBSLAND,LA - MONROE,LA	71.5-127.2	14,340	15,374	29,714
KCS	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	127.2-141.4	13,163	15,497	28,660
KCS	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	141.4-165.1	32,862	21,800	54,662
KCS	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - VICTORIA,TX	0-12.8	18,206	7,591	25,797
KCS	VICTORIA TO ROBSTOWN	ROBSTOWN,TX - PLACEDO,TX (UP)	12.8-95.6	18,206	7,595	25,801
KCS	WHITE ROCK BRANCH	RENNER,TX - DALLAS,TX	0-8.1	14	-	14

EXHIBIT 14: TRAFFIC DENSITY
KCSM YEAR 2020
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Miles	Total Gross Tons (000)
KCSM	CALTZONTZIN	ACAMBARO,GJ - LAZARO CARDENAS,MH	308.4	10,791.26
KCSM	CELAYA	ACAMBARO,GJ - ING BUCHANAN LOPEZ,GJ	97.2	23,268.49
KCSM	LAS CRUCES	SALINAS,SL - LAGUNA SECA,SL	68.8	N/A
KCSM	MATAMOROS	MATAMOROS,TM - MONTERREY,NL	203.2	8,782.36
KCSM	MONTERREY	SOLEDAD,NL - LEAL,NL	24.5	26,418.40
KCSM	QUERATARO	CELAYA,GJ - AHORCADO,QA	71.8	14,979.24
KCSM	SALINAS	CHICALOTE,AG - SALINAS,SL	59	1,873.36
KCSM	SALINAS	SAN LUIS POTOSI,SL - SALINAS,SL	69.5	1,873.36
KCSM	SALTILLO	NEUVO LARDEO,TM - SALTILLO,CU	234	62,562.75
KCSM	TAMASOPO	SAN LUIS POTOSI,SL - TAMPICO,TM	274.3	6,238.26
KCSM	TOLUCA	ACAMBARO,GJ - MOLINITO,EM	172.6	3,583.63
KCSM	TULA	SAN LUIS POTOSI,SL - MEXICO,DF	268.5	54,922.05
KCSM	VANEGAS	SALTILLO,CU - SAN LUIS POTOSI,SL	241.6	38,198.77
KCSM	VERACRUZ	SANTA FE,VL - TEXCOCO,EM	257.8	2,593.22

EXHIBIT 14: TRAFFIC DENSITY
KCSM Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Miles	Total Gross Tons (000)
KCSM	CALTZONTZIN	ACAMBARO,GJ - LAZARO CARDENAS,MH	308.4	16,100
KCSM	CELAYA	ACAMBARO,GJ - ING BUCHANAN LOPEZ,GJ	97.2	32,500
KCSM	LAS CRUCES	SALINAS,SL - LAGUNA SECA,SL	68.8	N/A
KCSM	MATAMOROS	MATAMOROS,TM - MONTERREY,NL	203.2	9,300
KCSM	MONTERREY	SOLEDAD,NL - LEAL,NL	24.5	29,700
KCSM	QUERATARO	CELAYA,GJ - AHORCADO,QA	71.8	15,500
KCSM	SALINAS	CHICALOTE,AG - SALINAS,SL	59	3,900
KCSM	SALINAS	SAN LUIS POTOSI,SL - SALINAS,SL	69.5	3,900
KCSM	SALTILLO	NEUVO LARDEO,TM - SALTILLO,CU	234	86,200
KCSM	TAMASOPO	SAN LUIS POTOSI,SL - TAMPICO,TM	274.3	7,200
KCSM	TOLUCA	ACAMBARO,GJ - MOLINITO,EM	172.6	4,400
KCSM	TULA	SAN LUIS POTOSI,SL - MEXICO,DF	268.5	76,100
KCSM	VANEGAS	SALTILLO,CU - SAN LUIS POTOSI,SL	241.6	44,700
KCSM	VERACRUZ	SANTA FE,VL - TEXCOCO,EM	257.8	8,500

EXHIBIT 14: TRAFFIC DENSITY
CPR 2020 – West

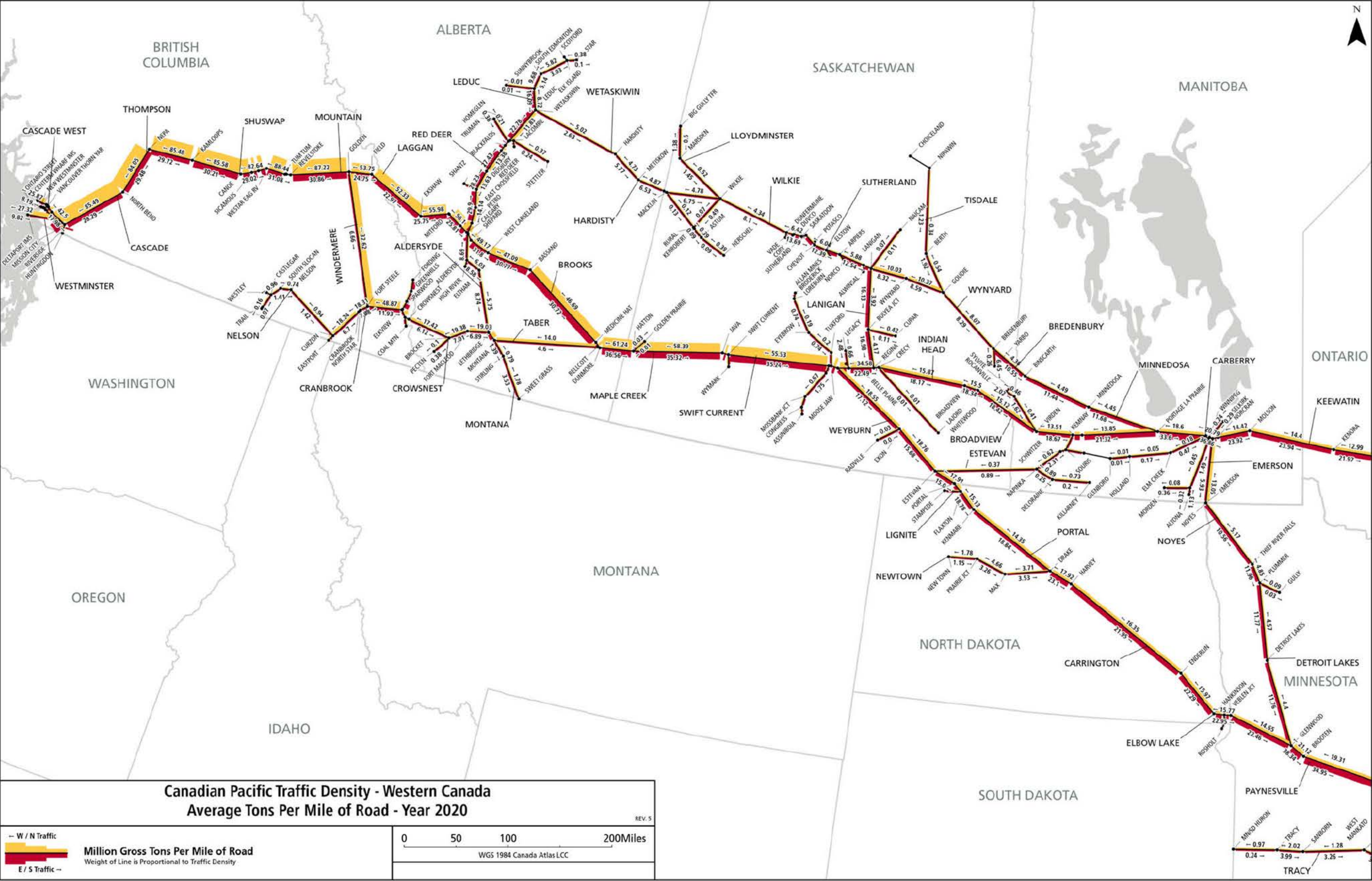


EXHIBIT 14: TRAFFIC DENSITY
CPR 2020 - East

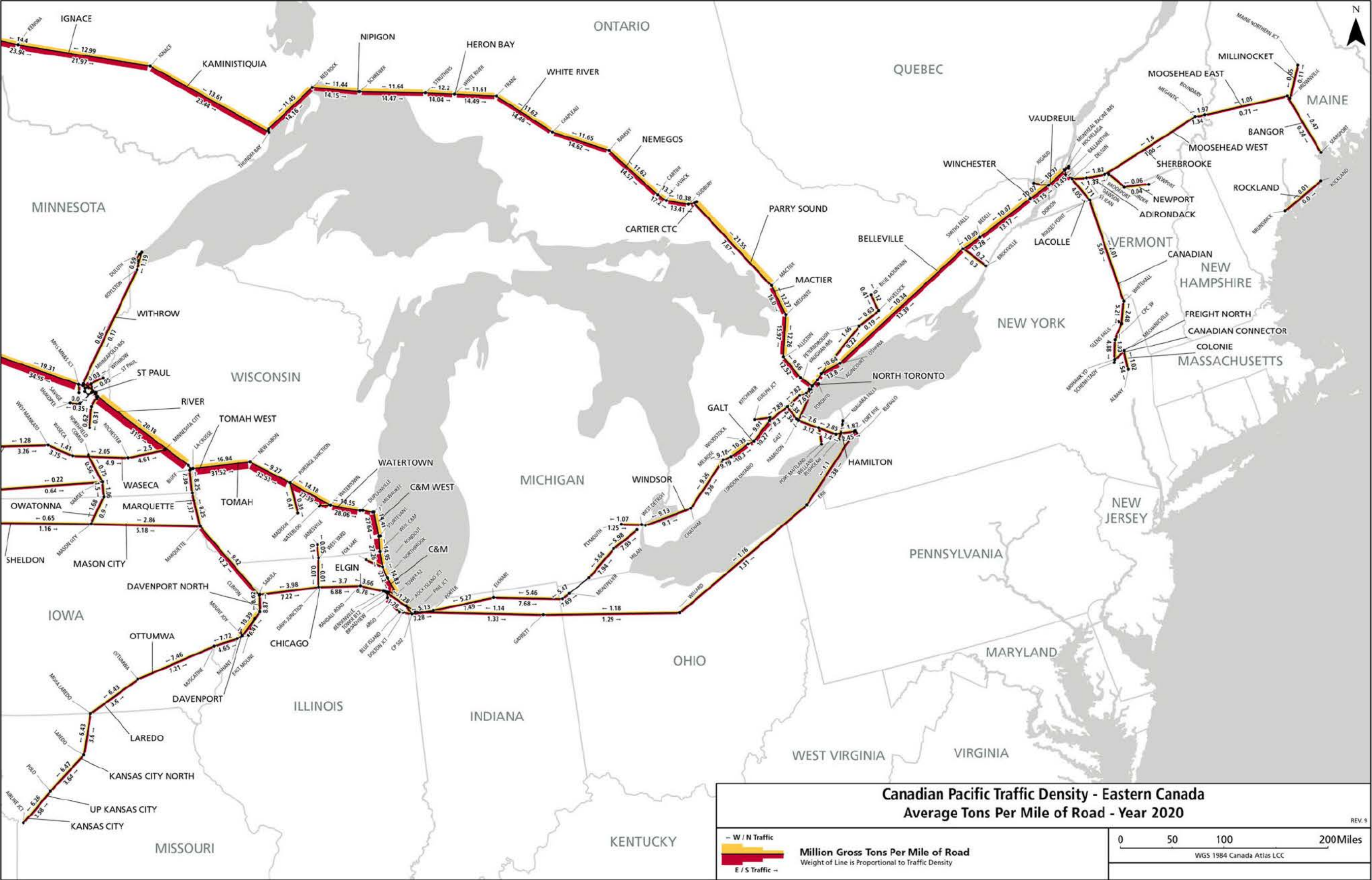


EXHIBIT 14: TRAFFIC DENSITY
CPR 2019 - West

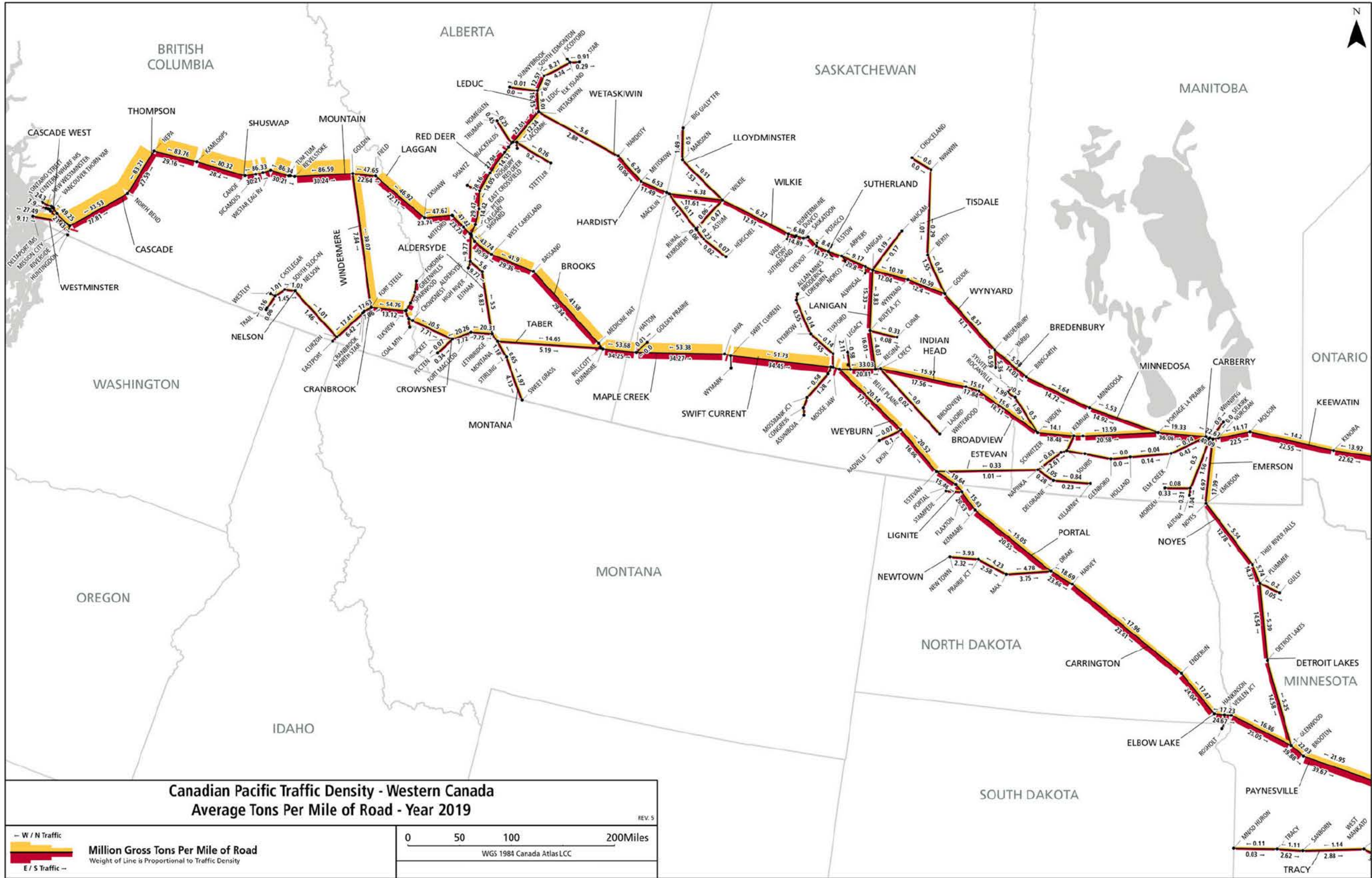


EXHIBIT 14: TRAFFIC DENSITY
CPR 2019 - East

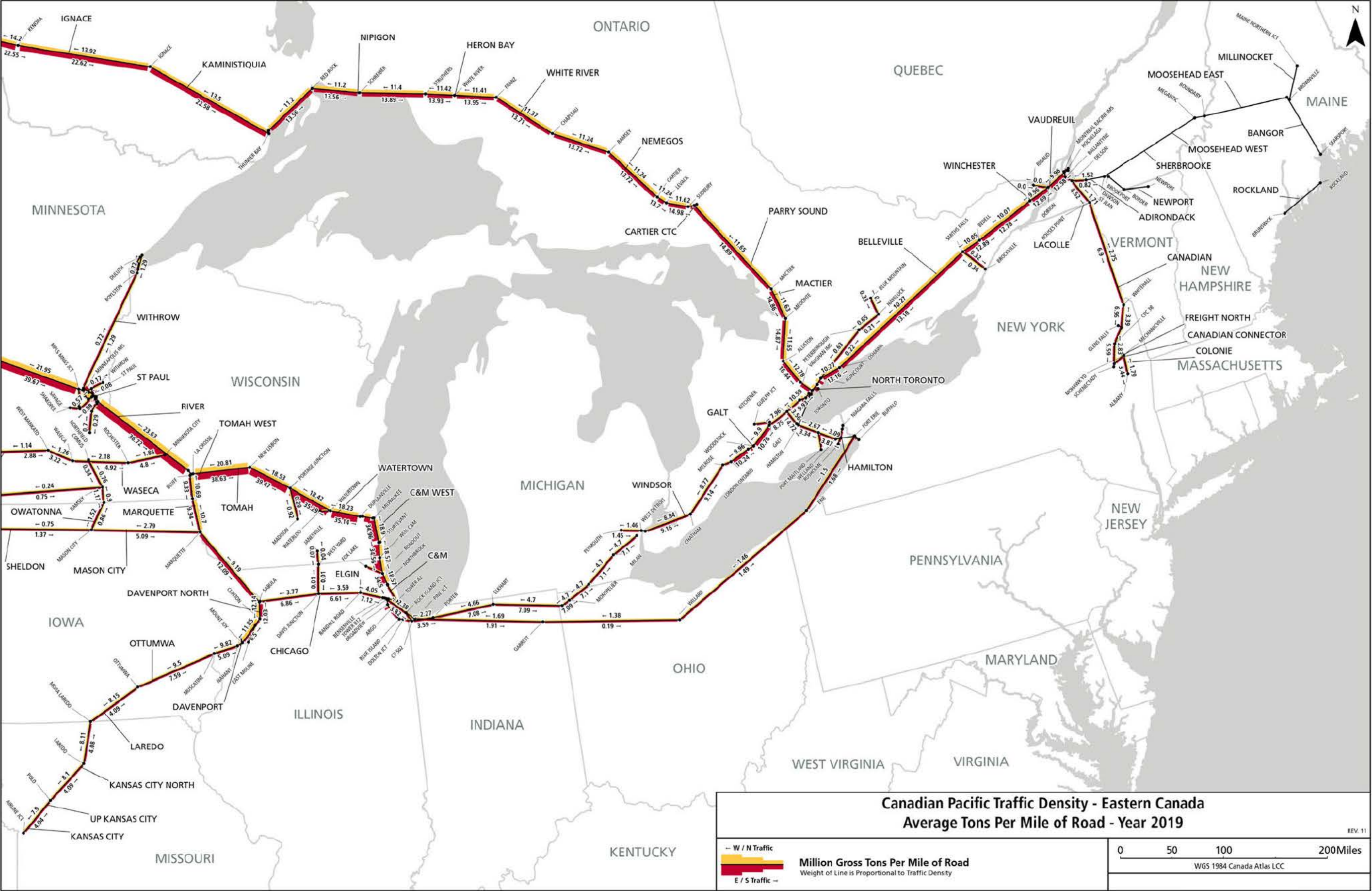


EXHIBIT 14: TRAFFIC DENSITY
KCS 2020

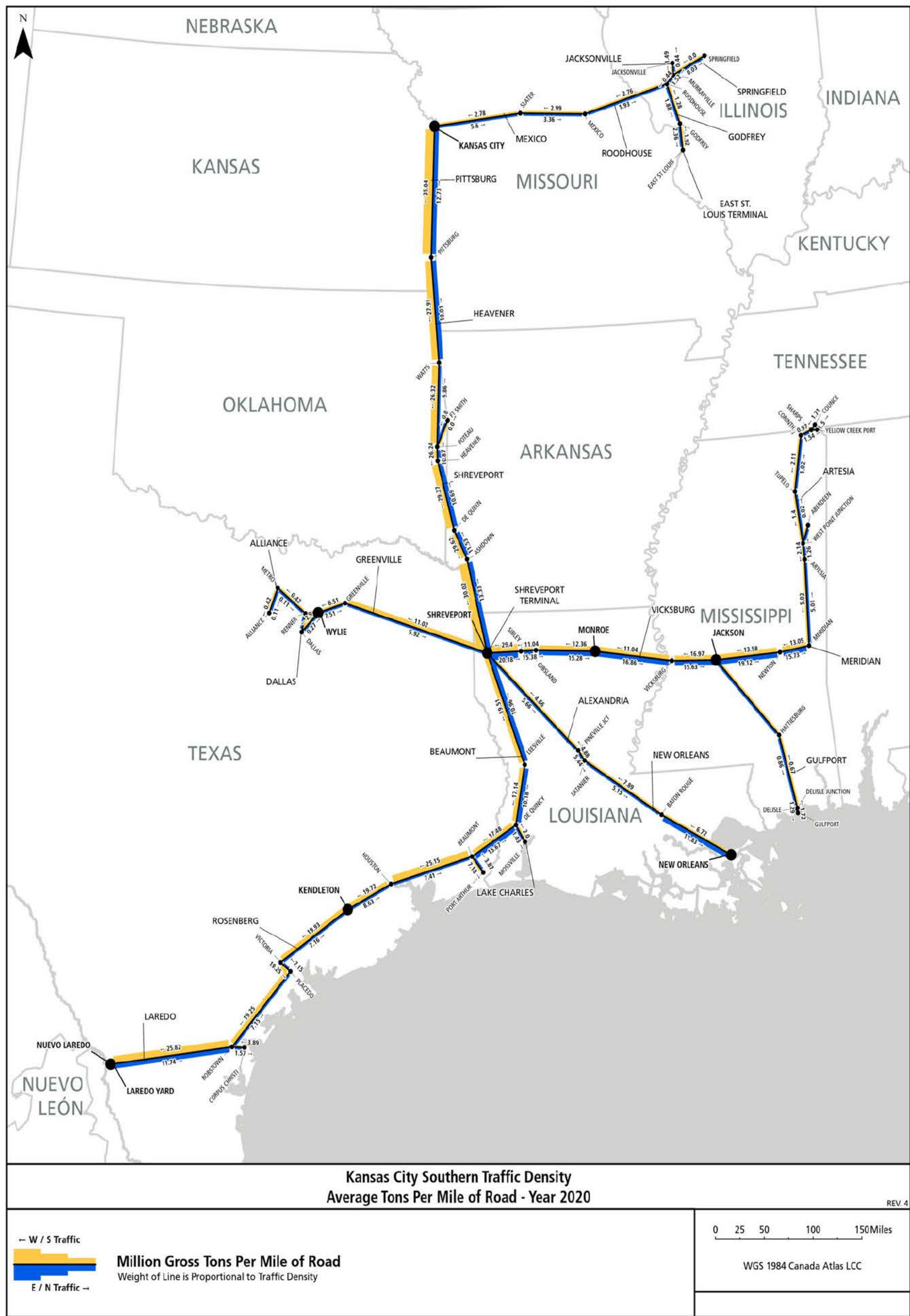


EXHIBIT 14: TRAFFIC DENSITY
KCS 2019

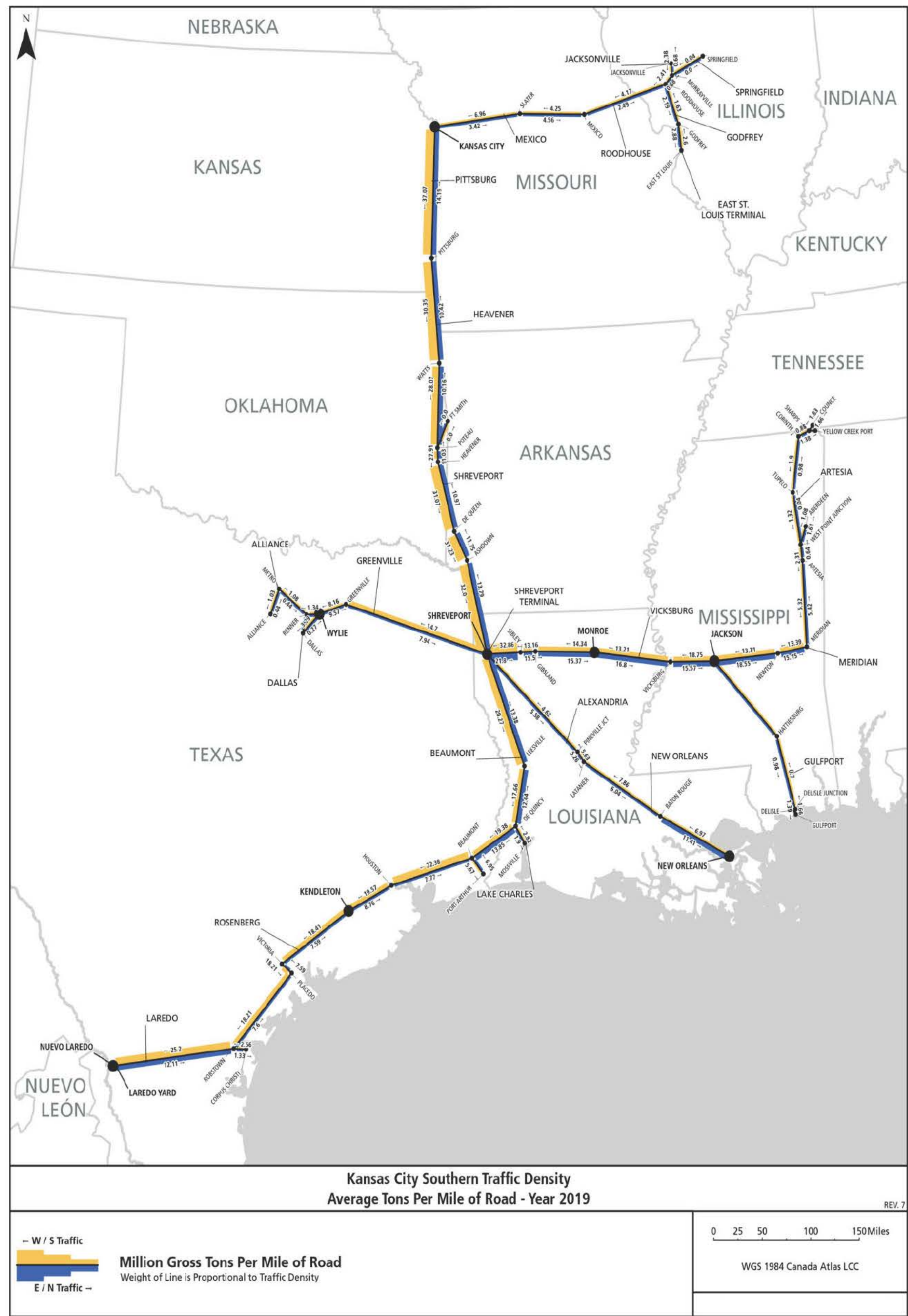


EXHIBIT 14: TRAFFIC DENSITY
KCSM 2020

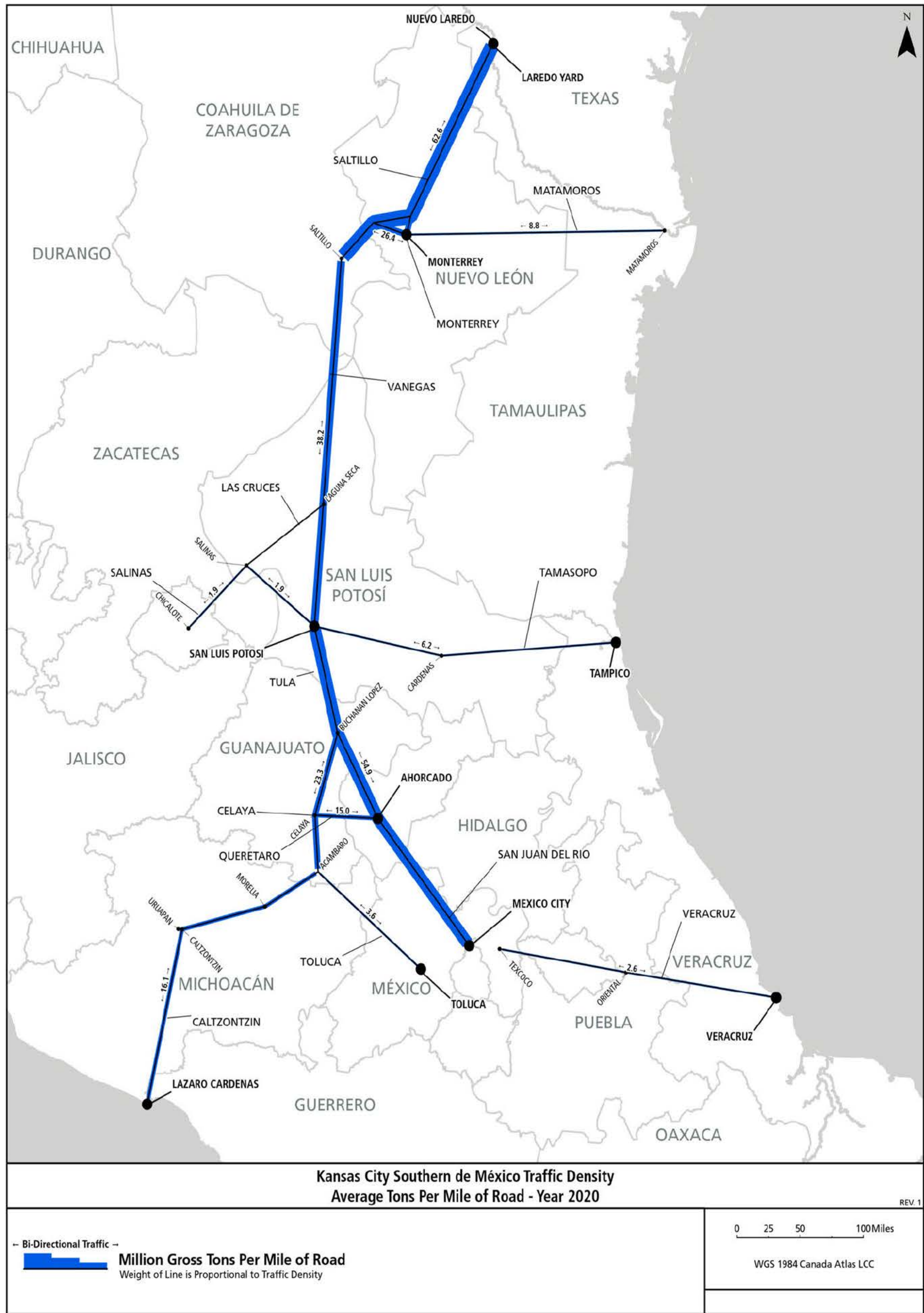


EXHIBIT 14: TRAFFIC DENSITY
KCSM 2019



PART B

OPERATING PLAN BASE PLAN DENSITY CHARTS AND MAPS

EXHIBIT 14: TRAFFIC DENSITY
CPR Base Plan 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	ADIRONDACK	FARNHAM,PQ - DELSON,PQ	4,103
CPR	ADIRONDACK	DELSON,PQ - ST LUC,PQ	10,265
CPR	ADIRONDACK	ST LUC,PQ - OUTREMONT,PQ	4,103
CPR	ALDERSYDE	LETHBRIDGE,AB - ELTHAM,AB	13,539
CPR	ALDERSYDE	ELTHAM,AB - ALDERSYDE,AB	14,040
CPR	ALDERSYDE	ALDERSYDE,AB - 12TH STREET EAST,AB	13,407
CPR	ALDERSYDE - HIGH RIVER SPUR	ALDERSYDE,AB - HIGH RIVER,AB	680
CPR	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	1,643
CPR	BELLE PLAINE	BELLE PLAINE,SK - LEGACY,SK	511
CPR	BELLEVILLE	SMITHS FALLS,ON - OSHAWA,ON	26,105
CPR	BELLEVILLE	OSHAWA,ON - TORONTO YARD,ON	24,529
CPR	BELLEVILLE	TORONTO YARD,ON - AGINCOURT,ON	33,644
CPR	BELLEVILLE	AGINCOURT,ON - LEASIDE,ON	65,883
CPR	BEMIDJI	GULLY,MN - PLUMMER,MN	286
CPR	BNSF TWIN CITIES	HOFFMAN ST PAUL,MN - NORTHTOWN,MN	51,601
CPR	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	2,077
CPR	BOUNDARY - ROBSON SPUR	CASTLEGAR,BC - WESTLEY,BC	125
CPR	BRECHTER	PRENTISS,AB - JUNE,AB	1,046
CPR	BRECHTER	JUNE,AB - LACOMBE,AB	1,268
CPR	BREDENBURY	MINNEDOSA,MB - BINS-CARTH,MB	17,336
CPR	BREDENBURY	BINS-CARTH,MB - BREDENBURY,SK	17,175
CPR	BRETON	LEDUC,AB - SUNNYBROOK,AB	104
CPR	BROADVIEW	BRANDON,MB - KEMNAY,MB	31,074
CPR	BROADVIEW	KEMNAY,MB - VIRDEN,MB	30,913
CPR	BROADVIEW	VIRDEN,MB - WHITEWOOD,SK	31,529
CPR	BROADVIEW	WHITEWOOD,SK - BROADVIEW,SK	31,712
CPR	BROCKVILLE	SMITHS FALLS,ON - BROCKVILLE,ON	268

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	BROOKS	MEDICINE HAT,AB - BASSANO,AB	75,326
CPR	BROOKS	BASSANO,AB - WEST CARSELAND,AB	71,631
CPR	BROOKS	WEST CARSELAND,AB - SHEPARD,AB	77,473
CPR	BROOKS	SHEPARD,AB - ALYTH,AB	88,225
CPR	BROOKS	ALYTH,AB - 12TH STREET EAST,AB	47,032
CPR	BROOKS	12TH STREET EAST,AB - CALGARY,AB	37,739
CPR	C&M	TOWER A2,IL - SHERMER,IL	5,747
CPR	C&M	SHERMER,IL - NORTHBROOK,IL	37,996
CPR	C&M	NORTHBROOK,IL - RONDOUT,IL	36,909
CPR	C&M WEST	RONDOUT,IL - WI/IL C&M,WI	36,112
CPR	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	36,112
CPR	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	38,875
CPR	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	10,582
CPR	CANADIAN	CPC 38,NY - WHITEHALL,NY	10,582
CPR	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	10,878
CPR	CANPA	OBICO YARD,ON - CANPA,ON	2,748
CPR	CARBERRY	WINNIPEG,MB - RUGBY,MB	36,282
CPR	CARBERRY	RUGBY,MB - WOODMAN,MB	47,190
CPR	CARBERRY	WOODMAN,MB - PORTAGE LA PRAIRIE,MB	50,850
CPR	CARBERRY	PORTAGE LA PRAIRIE,MB - BRANDON,MB	34,033
CPR	CARRINGTON	ENDERLIN,ND - HARVEY,ND	33,924
CPR	CARTIER	CONISTON,ON - ROMFORD,ON	15,561
CPR	CARTIER	ROMFORD,ON - SUDBURY,ON	30,324
CPR	CARTIER	SUD-BURY,ON - LEVACK,ON	27,860
CPR	CARTIER	LEVACK,ON - CARTIER,ON	27,323
CPR	CASCADE	NORTH BEND,BC - MISSION CITY,BC	26,850

EXHIBIT 14: TRAFFIC DENSITY
CPR Base Plan 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	CASCADE	MISSION CITY,BC - PIT RIVER M108.4,BC	57,025
CPR	CASCADE	PIT RIVER M108.4,BC - COQUITLAM TFR,BC	52,030
CPR	CASCADE	COQUITLAM,BC - MACAULAY,BC	79,768
CPR	CASCADE	MACAULAY,BC - IOCO,BC	79,768
CPR	CASCADE	IOCO,BC - PORT MOODY,BC	70,415
CPR	CASCADE	PORT MOODY,BC - SECOND NARROWS,BC	63,146
CPR	CASCADE	SECOND NARROWS,BC - CENTERM WHARF IMS,BC	60,723
CPR	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	8,963
CPR	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	15,562
CPR	CN - ASHCROFT	NEPA,BC - BOSTON BAR,BC	72,914
CPR	CN - YALE FRAS CAN	BOSTON BAR,BC - MATSQUI,BC	73,305
CPR	CN - YALE FRAS CAN	MATSQUI,BC - HYDRO,BC	73,305
CPR	CN - YALE FRAS CAN	HYDRO,BC - VANCOUVER THORN YAR,BC	73,305
CPR	COLONIE	ALBANY,NY - MECHANICVILLE,NY	8,807
CPR	COLUMBIA	NELSON,BC - SOUTH SLOCAN,BC	2,276
CPR	COLUMBIA	SOUTH SLOCAN,BC - CASTLEGAR,BC	3,401
CPR	COLUMBIA	CASTLEGAR,BC - TRAIL,BC	2,254
CPR	COLUMBIA	TRAIL,BC - WARFIELD,BC	251
CPR	CRANBROOK	CROWSNEST,BC - FABRO,BC	23,460
CPR	CRANBROOK	FABRO,BC - SPARWOOD,BC	46,960
CPR	CRANBROOK	SPARWOOD,BC - FORT STEELE,BC	59,748
CPR	CRANBROOK	FORT STEELE,BC - NORTH STAR,BC	36,809
CPR	CRANBROOK	NORTH STAR,BC - CRANBROOK,BC	22,705
CPR	CRANBROOK	CRANBROOK,BC - CURZON,BC	24,040
CPR	CRANBROOK	CURZON,BC - EASTPORT,ID	24,700

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	CROWSNEST	LETHBRIDGE,AB - FORT MACLEOD,AB	23,059
CPR	CROWSNEST	FORT MACLEOD,AB - BROCKET,AB	23,219
CPR	CROWSNEST	BROCKET,AB - CROWSNEST,BC	24,284
CPR	CSXT	WEST DETROIT,MI - PLYMOUTH,MI	6,554
CPR	CSXT BUFFALO - CHICAGO	BUFFALO BLACK ROCK,NY - ERIE,PA	3,756
CPR	CSXT BUFFALO - CHICAGO	ERIE,PA - WILLARD,OH	3,781
CPR	CSXT BUFFALO - CHICAGO	WILLARD,OH - GARRETT,IN	2,942
CPR	CSXT BUFFALO - CHICAGO	GARRETT,IN - PINE JCT,IN	2,942
CPR	CSXT BUFFALO - CHICAGO	PINE JCT,IN - BENSENVILLE IMS,IL	1,655
CPR	DAVENPORT	SABULA,IA - CLINTON,IA	22,077
CPR	DAVENPORT	CLINTON,IA - WATER WORKS,IA	15,355
CPR	DAVENPORT	WATER WORKS,IA - NAHANT,IA	15,355
CPR	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	14,718
CPR	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	14,459
CPR	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	15,096
CPR	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	833
CPR	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	1,464
CPR	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	3,536
CPR	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	2,252
CPR	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	850
CPR	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	33,002
CPR	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	32,137
CPR	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	31,385

EXHIBIT 14: TRAFFIC DENSITY
CPR Base Plan 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	31,868
CPR	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	747
CPR	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	37,289
CPR	ELGIN	BENSENVILLE,IL - TOWER B12,IL	93,907
CPR	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	9,693
CPR	EMERSON	WHITTIER,MB - NOYES,MN	12,822
CPR	ESTEVAN	KEMNAY,MB - SOURIS,MB	733
CPR	ESTEVAN	SOURIS,MB - SCHWITZER,MB	693
CPR	ESTEVAN	SCHWITZER,MB - NAPINKA,MB	693
CPR	ESTEVAN	NAPINKA,MB - BIENFAIT,SK	585
CPR	ESTEVAN	BIENFAIT,SK - ESTEVAN,SK	677
CPR	EXPANSE	CURLE,SK - ARCHIVE,SK	731
CPR	EXPANSE	ARCHIVE,SK - MOSSBANK JCT,SK	732
CPR	EXPANSE	MOSSBANK JCT,SK - CONGRESS,SK	751
CPR	EXPANSE	CONGRESS,SK - ASSINIBOIA,SK	730
CPR	FORDING RIVER	SPARWOOD,BC - ELKVIEW,BC	41,412
CPR	FORDING RIVER	ELKVIEW,BC - LINE CREEK,BC	25,346
CPR	FORDING RIVER	LINE CREEK,BC - GREENHILLS,BC	14,079
CPR	FORDING RIVER	GREENHILLS,BC - FORDING,BC	12,383
CPR	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	1,821
CPR	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	8,807
CPR	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	6,076
CPR	GALT	TORONTO,ON - WEST TORONTO,ON	1,394
CPR	GALT	WEST TORONTO,ON - OBICO YARD,ON	21,547
CPR	GALT	TORONTO OBICO,ON - COOKSVILLE,ON	20,373
CPR	GALT	COOKSVILLE,ON - STREETSVILLE JCT,ON	20,255

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	GALT	STREETSVILLE JCT,ON - GUELPH JCT,ON	22,175
CPR	GALT	GUELPH JCT,ON - GALT,ON	13,587
CPR	GALT	GALT,ON - WOODSTOCK,ON	18,991
CPR	GALT	WOODSTOCK,ON - ZORRA,ON	24,544
CPR	GALT	ZORRA,ON - LONDON ONTARIO,ON	19,066
CPR	GLENBORO	WOODMAN,MB - ELM CREEK,MB	620
CPR	GRETN A SPUR	ROSENFELD,MB - ALTONA,MB	827
CPR	HAMILTON	E BROOKFIELD,ON - WELLAND,ON	9,074
CPR	HAMILTON	WELLAND,ON - SMITHVILLE,ON	8,875
CPR	HAMILTON	SMITHVILLE,ON - HAMILTON,ON	10,451
CPR	HAMILTON	HAMILTON,ON - HAMILTON JCT,ON	12,324
CPR	HAMILTON	HAMILTON JCT,ON - GUELPH JCT,ON	9,177
CPR	HARDISTY	WILKIE,SK - MACKLIN,SK	10,976
CPR	HARDISTY	MACKLIN,SK - SK/AB HARDISTY,AB	10,752
CPR	HARDISTY	SK/AB HARDISTY,AB - METISKOW,AB	10,760
CPR	HARDISTY	METISKOW,AB - HARDISTY,AB	10,134
CPR	HAVELOCK	HAVELOCK,ON - PETERBOROUGH,ON	760
CPR	HAVELOCK	PETERBOROUGH,ON - TORONTO YARD,ON	5,493
CPR	HERON BAY	WHITE RIVER,ON - STRUTHERS,ON	27,594
CPR	HERON BAY	STRUTHERS,ON - SCHREIBER,ON	27,498
CPR	HIAWATHA SPUR	ROSEMOUNT,MN - INVER GROVE,MN	1,087
CPR	HOADLEY	JACKSON,AB - TRUMAN,AB	345
CPR	HOADLEY	TRUMAN,AB - HOMEGLEN,AB	344
CPR	IGNACE	IGNACE,ON - KENORA,ON	38,505
CPR	INDIAN HEAD	BROADVIEW,SK - CRECY,SK	31,488
CPR	INDIAN HEAD	CRECY,SK - REGINA,SK	32,814
CPR	INDIAN HEAD	REGINA,SK - BELLE PLAINE,SK	50,320
CPR	INDIAN HEAD	BELLE PLAINE,SK - PASQUA,SK	69,281

EXHIBIT 14: TRAFFIC DENSITY
CPR Base Plan 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	INDIAN HEAD	PASQUA,SK - MOOSE JAW,SK	74,718
CPR	IND KALSPUR	KALIUM,SK - SASKFERCO,SK	314
CPR	JACKSON	RAMSEY,MN - JACKSON,MN	965
CPR	KAMINISTIQUA	THUNDER BAY,ON - IGNACE,ON	36,127
CPR	KANSAS CITY	LAREDO,MO - POLO,MO	12,362
CPR	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	10,489
CPR	KEEWATIN	KENORA,ON - MOLSON,MB	38,705
CPR	KEEWATIN	MOLSON,MB - NORCRAN,MB	38,645
CPR	KEEWATIN	NORCRAN,MB - WHITTIER,MB	40,979
CPR	KEEWATIN	WHITTIER,MB - WINNIPEG,MB	23,403
CPR	LA RIVIERE	WINNIPEG,MB - ROSENFELD,MB	2,758
		ROUSES POINT JCT,PQ -	
CPR	LACOLLE	DELSON,PQ	8,184
CPR	LACOMBE	STETTLER,AB - JUNE,AB	2,233
CPR	LAGGAN	CALGARY,AB - KEITH,AB	77,812
CPR	LAGGAN	KEITH,AB - COPITHORNE JCT,AB	73,712
		COPITHORNE JCT,AB -	
CPR	LAGGAN	MITFORD,AB	45,978
CPR	LAGGAN	MITFORD,AB - EXSHAW,AB	73,297
CPR	LAGGAN	EXSHAW,AB - FIELD,BC	76,045
CPR	LANIGAN	REGINA,SK - BULYEA JCT,SK	10,418
CPR	LANIGAN	BULYEA JCT,SK - LANIGAN,SK	9,931
CPR	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	10,367
CPR	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	10,367
CPR	LEDUC	RED DEER,AB - BLACKFALDS,AB	34,949
CPR	LEDUC	BLACKFALDS,AB - JACKSON,AB	32,144
CPR	LEDUC	JACKSON,AB - LACOMBE,AB	32,420
CPR	LEDUC	LACOMBE,AB - WETASKIWIN,AB	33,079
CPR	LEDUC	WETASKIWIN,AB - LEDUC,AB	33,020
CPR	LEDUC	LEDUC,AB - GAINER,AB	34,462
		GAINER,AB - SOUTH	
CPR	LEDUC	EDMONTON,AB	197
CPR	LIGNITE	FLAXTON,ND - STAMPEDE,ND	6,377

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	LLOYDMINSTER	WILKIE,SK - MARSDEN,SK	2,804
CPR	LLOYDMINSTER	MARSDEN,SK - BIG GULLY TFR,SK	2,804
CPR	M & O	DORION,PQ - RIGAUD,PQ	195
CPR	M & P	PORTAGE,WI - MADISON,WI	74
CPR	MACTIER	VAUGHAN IMS,ON - ALLISTON,ON	37,274
CPR	MACTIER	ALLISTON,ON - MEDONTE,ON	28,563
CPR	MACTIER	MEDONTE,ON - MACTIER,ON	25,688
		WEST TORONTO,ON - VAUGHAN	
CPR	MACTIER D	IMS,ON	25,477
CPR	MAPLE CREEK	SWIFT CURRENT,SK - JAVA,SK	87,931
CPR	MAPLE CREEK	JAVA,SK - HATTON,SK	86,095
CPR	MAPLE CREEK	HATTON,SK - DUNMORE,AB	85,446
CPR	MAPLE CREEK	DUNMORE,AB - MEDICINE HAT,AB	72,505
		ONTARIO STREET,BC - NEW	
CPR	MARPOLE	WESTMINSTER,BC	5
CPR	MARQUETTE	SABULA,IA - MARQUETTE,IA	29,169
		MARQUETTE,IA - MN/IA	
CPR	MARQUETTE	MARQUETTE,IA	16,374
CPR	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	13,046
CPR	MASON CITY	MARQUETTE,IA - MASON CITY,IA	5,320
		ST PAUL,MN - ST PAUL FORDSON	
CPR	MERRIAM PARK	JCT,MN	3,075
		BROWNVILLE,ME - MAINE	
CPR	MILLINOCKET	NORTHERN JCT,ME	965
		PORTAGE LA PRAIRIE,MB -	
CPR	MINNEDOSA	MINNEDOSA,MB	16,549
CPR	MISSION	MISSION CITY,BC - RIVERSIDE,BC	37,212
CPR	MISSION	RIVERSIDE,BC - MATSQUI JCT,BC	14,391
		MATSQUI JCT,BC -	
CPR	MISSION	HUNTINGDON,BC	1,729
		MPLS MN&S JCT,MN - ST LOUIS	
CPR	MN&S SPUR	PARK,MN	880
CPR	MN&S SPUR	ATWOOD,MN - NESBITT,MN	494
CPR	MONTANA	SWEET GRASS,MT - STIRLING,AB	5,640
CPR	MONTANA	STIRLING,AB - MONTANA,AB	5,916

EXHIBIT 14: TRAFFIC DENSITY
CPR Base Plan 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	MONTROSE	NIAGARA FALLS,ON - MONTROSE YARD,ON	257
CPR	MONTROSE	MONTROSE,ON - RUSHOLME,ON	886
CPR	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	3,227
CPR	MOOSEHEAD WEST	BOUNDARY,PQ - MEGANTIC,PQ	2,734
CPR	MOUNTAIN	FIELD,BC - KC JUNCTION,BC	77,942
CPR	MOUNTAIN	GOLDEN,BC - REVELSTOKE,BC	118,354
CPR	MTP IHB TRACKS	GIBSON,IN - DOLTON JCT,IL	8,602
CPR	MTP IHB TRACKS	DOLTON JCT,IL - BLUE ISLAND,IL	3,059
CPR	MTP IHB TRACKS	BLUE ISLAND,IL - ARGO,IL	13,263
CPR	MTP IHB TRACKS	ARGO,IL - BROADVIEW,IL	13,263
CPR	MTP IHB TRACKS	BROADVIEW,IL - NORPAUL YARD,IL	22,270
CPR	MTP WATERTOWN-MADISON	WATERTOWN,WI - WATERLOO,WI	960
CPR	NELSON	CURZON,BC - NELSON,BC	2,730
CPR	NEMEGOS	CARTIER,ON - RAMSEY,ON	27,299
CPR	NEMEGOS	RAMSEY,ON - CHAPLEAU,ON	27,198
CPR	NEPHTON	HAVELOCK,ON - BLUE MOUNTAIN,ON	249
CPR	NEWPORT	BROOKPORT,PQ - BORDER,PQ	3,195
CPR	NEWPORT	BORDER,PQ - NEWPORT,VT	217
CPR	NEWTOWN	DRAKE,ND - MAX,ND	4,048
CPR	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	2,148
CPR	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	3,172
CPR	NIPIGON	SCHREIBER,ON - RED ROCK,ON	27,024
CPR	NIPIGON	RED ROCK,ON - CURRENT RIVER,ON	27,030
CPR	NIPIGON	CURRENT RIVER,ON - THUNDER BAY NORTH,ON	27,053
CPR	NITRIN	EAST MOLINE,IL - CEFFCO,IL	207
CPR	NORTH TORONTO	LEASIDE,ON - WEST TORONTO,ON	41,318

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	13,274
CPR	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	8,818
CPR	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	8,758
CPR	NS CHICAGO LINE	PORTER,IN - CP 502,IN	8,758
CPR	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	10,187
CPR	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	8,599
CPR	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	8,852
CPR	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	8,852
CPR	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	8,817
CPR	OTTUMWA	NAHANT,IA - MUSCATINE,IA	13,310
CPR	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	14,772
CPR	OUTLOOK	MOOSE JAW,SK - TUXFORD,SK	1,417
CPR	OUTLOOK	TUXFORD,SK - EYEBROW,SK	241
CPR	OUTLOOK	EYEBROW,SK - LOREBURN,SK	241
CPR	OUTLOOK	LOREBURN,SK - BRODERICK,SK	509
CPR	OUTREMONT SPUR	HOCHELAGA,PQ - OUTREMONT,PQ	5,887
CPR	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	1,505
CPR	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	2,348
CPR	OWATONNA	RAMSEY,MN - COMUS,MN	1,294
CPR	PAGE	RIVERSIDE,BC - LIVINGSTONE,BC	10,541
CPR	PAGE	LIVINGSTONE,BC - DELTAPORT IMS,BC	36,486
CPR	PARRY SOUND	MACTIER,ON - ROMFORD,ON	25,261
CPR	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	49,717
CPR	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	60,942

EXHIBIT 14: TRAFFIC DENSITY
CPR Base Plan 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	49,155
CPR	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	48,334
CPR	PECTEN	BROCKET,AB - PECTEN,AB	428
CPR	PORTAL	HARVEY,ND - DRAKE,ND	30,915
CPR	PORTAL	DRAKE,ND - KENMARE,ND	29,953
CPR	PORTAL	KENMARE,ND - FLAXTON,ND	32,596
CPR	PORTAL	FLAXTON,ND - PORTAL,ND	33,422
CPR	RED DEER	12TH STREET EAST,AB - PETRO,AB	43,441
CPR	RED DEER	PETRO,AB - EAST CROSSFIELD,AB	45,793
CPR	RED DEER	E CROSSFIELD JCT,AB - DIDSBURY,AB	43,023
CPR	RED DEER	DIDSBURY,AB - DOAN JCT,AB	45,177
CPR	RED DEER	DOAN JCT,AB - RED DEER,AB	42,061
CPR	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	52,344
CPR	RIVER	NEWPORT,MN - ST PAUL,MN	40,263
CPR	ROCANVILLE	VIRDEN,MB - MB/SK ROCANVILLE,MB	503
CPR	ROCANVILLE	MB/SK ROCANVILLE,MB - ROCANVILLE,SK	533
CPR	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	131
CPR	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	209
CPR	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	16
CPR	SCOTFORD	SCOTFORD,AB - ELK ISLAND,AB	11,599
CPR	SCOTFORD	ELK ISLAND,AB - GAINER,AB	24,671
CPR	SHELDON	MASON CITY,IA - SHELDON,IA	3,057
CPR	SHERBROOKE	MEGANTIC,PQ - DAWSON,PQ	3,775
CPR	SHUSWAP	REVELSTOKE,BC - BELL POLE SPUR,BC	121,397
CPR	SHUSWAP	BELL POLE SPUR,BC - TUM TUM,BC	121,397
CPR	SHUSWAP	TUM TUM,BC - WESTAR EAG RV,BC	120,042
CPR	SHUSWAP	WESTAR EAG RV,BC - CAMBIE,BC	120,516

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	SHUSWAP	CAMBIE,BC - SICAMOUS,BC	120,083
CPR	SHUSWAP	SICAMOUS,BC - CANOE,BC	120,082
CPR	SHUSWAP	CANOE,BC - KAMLOOPS,BC	123,417
CPR	ST LUC BRANCH	ST LUC,PQ - BALLANTYNE,PQ	19,474
CPR	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	352
CPR	STAMFORD	BUFFALO,NY - FORT ERIE,ON	6,883
CPR	SUTHERLAND	WYNYARD,SK - LANIGAN,SK	17,477
CPR	SUTHERLAND	LANIGAN,SK - GUERNSEY,SK	19,976
CPR	SUTHERLAND	GUERNSEY,SK - ARPIERS,SK	18,968
CPR	SUTHERLAND	ARPIERS,SK - ELSTOW,SK	22,705
CPR	SUTHERLAND	ELSTOW,SK - CHEVIOT,SK	18,226
CPR	SUTHERLAND	CHEVIOT,SK - SUTHERLAND,SK	16,169
CPR	SUTHERLAND	SUTHERLAND,SK - SASKATOON,SK	12,461
CPR	SUTHERLAND ALLAN SPUR	ELSTOW,SK - ALLAN MINES,SK	169
CPR	SUTHERLAND ALWINSAL SPUR	GUERNSEY,SK - ALWINSAL,SK	73
CPR	SUTHERLAND NORANDA SPUR	ARPIERS,SK - NORCO,SK	358
CPR	SUTHERLAND POTASCO SPUR	CHEVIOT,SK - POTASCO,SK	353
CPR	SWIFT CURRENT	MOOSE JAW,SK - CURLE,SK	82,730
CPR	SWIFT CURRENT	CURLE,SK - SWIFT CURRENT,SK	86,154
CPR	TABER	BELLCOTT,AB - MONTANA,AB	17,224
CPR	TABER	MONTANA,AB - LETHBRIDGE,AB	22,401
CPR	THOMPSON	KAMLOOPS,BC - NEPA,BC	110,025
CPR	THOMPSON	NEPA,BC - NORTH BEND,BC	28,108
CPR	TISDALE	GOUDIE,SK - BERTH,SK	952
CPR	TISDALE	BERTH,SK - NIPAWIN,SK	796
CPR	TOMAH	PORTAGE,WI - NEW LISBON,WI	48,075
CPR	TOMAH	NEW LISBON,WI - LA CROSSE,WI	44,454
CPR	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	51,743

EXHIBIT 14: TRAFFIC DENSITY
CPR Base Plan 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	28,198
CPR	TRACY	WASECA,MN - WEST MANKATO,MN	7,237
CPR	TRACY	WEST MANKATO,MN - SANBORN,MN	6,757
CPR	TRACY	SANBORN,MN - TRACY,MN	7,565
CPR	TYVAN	LAJORD,SK - CRECY,SK	628
CPR	UP MANKOTA	STP CHESTNUT ST,MN - SAVAGE,MN	972
CPR	UP MANKOTA	SAVAGE,MN - SHAKOPEE,MN	972
CPR	UP TWO ALBERT LEA	NORTHFIELD,MN - ROSEPORT,MN	1,143
CPR	UP TWO ALBERT LEA	ROSEPORT,MN - SOUTH ST PAUL,MN	1,143
CPR	UP TWO ALBERT LEA	SOUTH ST PAUL,MN - ST PAUL,MN	1,143
CPR	VAUDREUIL	ST LUC,PQ - DORION,PQ	22,496
CPR	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	207
CPR	VEBLEN	SD/ND B,SD - ROSHOLT,SD	218
CPR	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	7,589
CPR	WASECA	ROCHESTER,MN - WASECA,MN	7,393
CPR	WATERLOO	GALT,ON - PRESTON,ON	2,009
CPR	WATERLOO	PRESTON,ON - KITCHENER,ON	1,693
CPR	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	27,925
CPR	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	39,615
CPR	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	36,011
CPR	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	36,011
CPR	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	36,011
CPR	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	21,534

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	233
CPR	WESTMINSTER	MACAULAY,BC - FRASER MILLS,BC	20,030
CPR	WESTMINSTER	FRASER MILLS,BC - SAPPERTON,BC	13,820
CPR	WESTMINSTER	SAPPERTON,BC - NEW WESTMINSTER,BC	8,357
CPR	WETASKIWIN	HARDISTY,AB - WETASKIWIN,AB	7,960
CPR	WEYBURN	PASQUA,SK - EXON,SK	31,720
CPR	WEYBURN	EXON,SK - ESTEVAN,SK	33,303
CPR	WEYBURN	ESTEVAN,SK - PORTAL,ND	32,083
CPR	WHITE RIVER	CHAPLEAU,ON - FRANZ,ON	27,116
CPR	WHITE RIVER	FRANZ,ON - WHITE RIVER,ON	27,347
CPR	WILKIE	SASKATOON,SK - CORY,SK	14,868
CPR	WILKIE	CORY,SK - DUNFERMLINE,SK	11,616
CPR	WILKIE	DUNFERMLINE,SK - WILKIE,SK	11,157
CPR	WILKIE SPUR	CORY,SK - DUVCO,SK	633
CPR	WILLINGDON SPUR	STAR,AB - ELK ISLAND,AB	2,257
CPR	WINCHESTER	DORION,PQ - ON/PQ WINCHESTER,ON	23,869
CPR	WINCHESTER	ON/PQ WINCHESTER,ON - BEDELL,ON	22,821
CPR	WINCHESTER	BEDELL,ON - SMITHS FALLS,ON	21,570
CPR	WINDERMERE	FORT STEELE,BC - KC JUNCTION,BC	40,501
CPR	WINDSOR	LONDON ONTARIO,ON - MELROSE,ON	18,121
CPR	WINDSOR	MELROSE,ON - CHATHAM,ON	18,133
CPR	WINDSOR	CHATHAM,ON - WINDSOR,ON	18,640
CPR	WINDSOR	WINDSOR,ON - WEST DETROIT,MI	19,256
CPR	WINNIPEG BEACH SPUR	MIDDLECHURCH,MB - SELKIRK,MB	268
CPR	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	2,349

EXHIBIT 14: TRAFFIC DENSITY
CPR Base Plan 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	164
CPR	WYNYARD	BREDENBURY,SK - GOUDIE,SK	15,823
CPR	WYNYARD	GOUDIE,SK - WYNYARD,SK	15,595
CPR	YARBO	BREDENBURY,SK - YARBO,SK	14,604

EXHIBIT 14: TRAFFIC DENSITY
KCS Base Plan Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
KCS	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	1,990
KCS	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	10,305
KCS	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	9,958
KCS	ALLIANCE	RENNER, TX - WYLIE, TX	2,061
KCS	ALLIANCE	METRO, TX - RENNER, TX	1,859
KCS	ALLIANCE	ALLIANCE, TX - METRO, TX	1,354
KCS	ARTESIA	MERIDIAN,MS - ARTESIA,MS	8,434
KCS	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	4,634
KCS	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	4,081
KCS	ARTESIA	TUPELO,MS - CORINTH,MS	3,261
KCS	BEAUMONT	LEESVILLE,LA - SHREVEPORT,LA	24,692
KCS	BEAUMONT	DE QUINCY,LA - LEESVILLE,LA	25,509
KCS	BEAUMONT	BEAUMONT, TX - DE QUINCY,LA	21,580
KCS	BEAUMONT	PORT ARTHUR, TX - BEAUMONT, TX	12,493
KCS	BEAUMONT TO ROSENBERG	HOUSTON, TX - BEAUMONT, TX	17,039
KCS	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	1,709
KCS	COUNCE BRANCH	SHARPS,MS - COUNCE, TN	1,367
KCS	DALLAS	DALLAS, TX - WYLIE, TX	2,439
KCS	EAST ST LOUIS TERMINAL	GODFREY, IL - EAST ST LOUIS, IL	6,838

Entity	Subdivision	Segment	Estimated Gross Tons (000)
KCS	FORT SMITH BRANCH	POTEAU, OK - FORT SMITH, AR	1,413
KCS	GODFREY	ROODHOUSE, IL - GODFREY, IL	1,053
KCS	GREENVILLE	GREENVILLE, TX - SHREVEPORT, LA	12,935
KCS	GREENVILLE	WYLIE, TX - GREENVILLE, TX	13,877
KCS	GULFPORT	DELISLE JUNCTION, MS - GULFPORT, MS	2,806
KCS	GULFPORT	HATTIESBURG, MS - DELISLE JUNCTION, MS	655
KCS	HEAVENER	WATTS, OK - PITTSBURG, KS	41,892
KCS	HEAVENER	POTEAU, OK - WATTS, OK	36,063
KCS	HEAVENER	HEAVENER, OK - POTEAU, OK	37,439
KCS	JACKSONVILLE	JACKSONVILLE, IL - MURRAYVILLE, IL	1,331
KCS	KCS LAREDO	LAREDO YARD, TX - ROBSTOWN, TX	37,268
KCS	KCS LAREDO	ROBSTOWN, TX - CORPUS CHRISTI, TX	24,106
KCS	LAKE CHARLES	DE QUINCY, LA - MOSSVILLE, LA	6,782
KCS	MERIDIAN	NEWTON, MS - MERIDIAN, MS	26,586
KCS	MERIDIAN	JACKSON, MS - NEWTON, MS	30,183
KCS	MERIDIAN	VICKSBURG, MS - JACKSON, MS	29,639
KCS	MEXICO	SLATER, MO - MEXICO, MO	4,281
KCS	MEXICO	KANSAS CITY, MO - SLATER, MO	6,166
KCS	NEW ORLEANS	LATANIER, LA - BATON ROUGE, LA	7,478

EXHIBIT 14: TRAFFIC DENSITY
KCS Base Plan Year 2019
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
KCS	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	13,483
KCS	PITTSBURG	PITTSBURG,KS - KANSAS CITY,MO	36,810
KCS	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	4,019
KCS	ROSENBERG	KENDLETON,TX - HOUSTON,TX	26,317
KCS	ROSENBERG	VICTORIA,TX - KENDLETON,TX	27,282
KCS	SHREVEPORT	DE QUEEN,AR - HEAVENER,OK	34,204
KCS	SHREVEPORT	ASHDOWN,AR - DE QUEEN,AR	41,275
KCS	SHREVEPORT	SHREVEPORT,LA - ASHDOWN,AR	34,320
KCS	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	168

Entity	Subdivision	Segment	Estimated Gross Tons (000)
KCS	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	998
KCS	VICKSBURG	MONROE,LA - VICKSBURG,MS	29,877
KCS	VICKSBURG	GIBSLAND,LA - MONROE,LA	36,511
KCS	VICKSBURG	SIBLEY,LA - GIBSLAND,LA	34,408
KCS	VICKSBURG	SHREVEPORT,LA - SIBLEY,LA	35,901
KCS	VICTORIA TO ROBSTOWN	PLACEDO,TX (UP) - VICTORIA,TX	16,446
KCS	VICTORIA TO ROBSTOWN	ROBSTOWN,TX - PLACEDO,TX (UP)	16,446
KCS	WHITE ROCK BRANCH	RENNER,TX - DALLAS,TX	1,103

EXHIBIT 14: TRAFFIC DENSITY
KCSM Base Plan 2019

Entity	Subdivision	Segment	Estimated Gross Tons (000) Base Plan 2019
KCSM	CALTZONTZIN	ACAMBARO,GJ - LAZARO CARDENAS,MH	8,212
KCSM	CELAYA	ACAMBARO,GJ - ING BUCHANAN LOPEZ,GJ	18,596
KCSM	LAS CRUCES	SALINAS,SL - LAGUNA SECA,SL	490
KCSM	MATAMOROS	MATAMOROS,TM - MONTERREY,NL	10,041
KCSM	MONTERREY	SOLEDAD,NL - LEAL,NL	24,265
KCSM	QUERATARO	CELAYA,GJ - AHORCADO,QA	19,888
KCSM	SALINAS	CHICALOTE,AG - SALINAS,SL	2,336
KCSM	SALINAS	SAN LUIS POTOSI,SL - SALINAS,SL	1,846
KCSM	SALTILLO	NEUVO LARDEO,TM - SALTILLO,CU	58,541
KCSM	TAMASOPO	SAN LUIS POTOSI,SL - TAMPICO,TM	4,208
KCSM	TOLUCA	ACAMBARO,GJ - MOLINITO,EM	2,635
KCSM	TULA	SAN LUIS POTOSI,SL - MEXICO,DF	41,608
KCSM	VANEGAS	SALTILLO,CU - SAN LUIS POTOSI,SL	35,450
KCSM	VERACRUZ	SANTA FE,VL - TEXCOCO,EM	2,356

EXHIBIT 14: TRAFFIC DENSITY
CPR Operating Plan Base Year (2019) – West

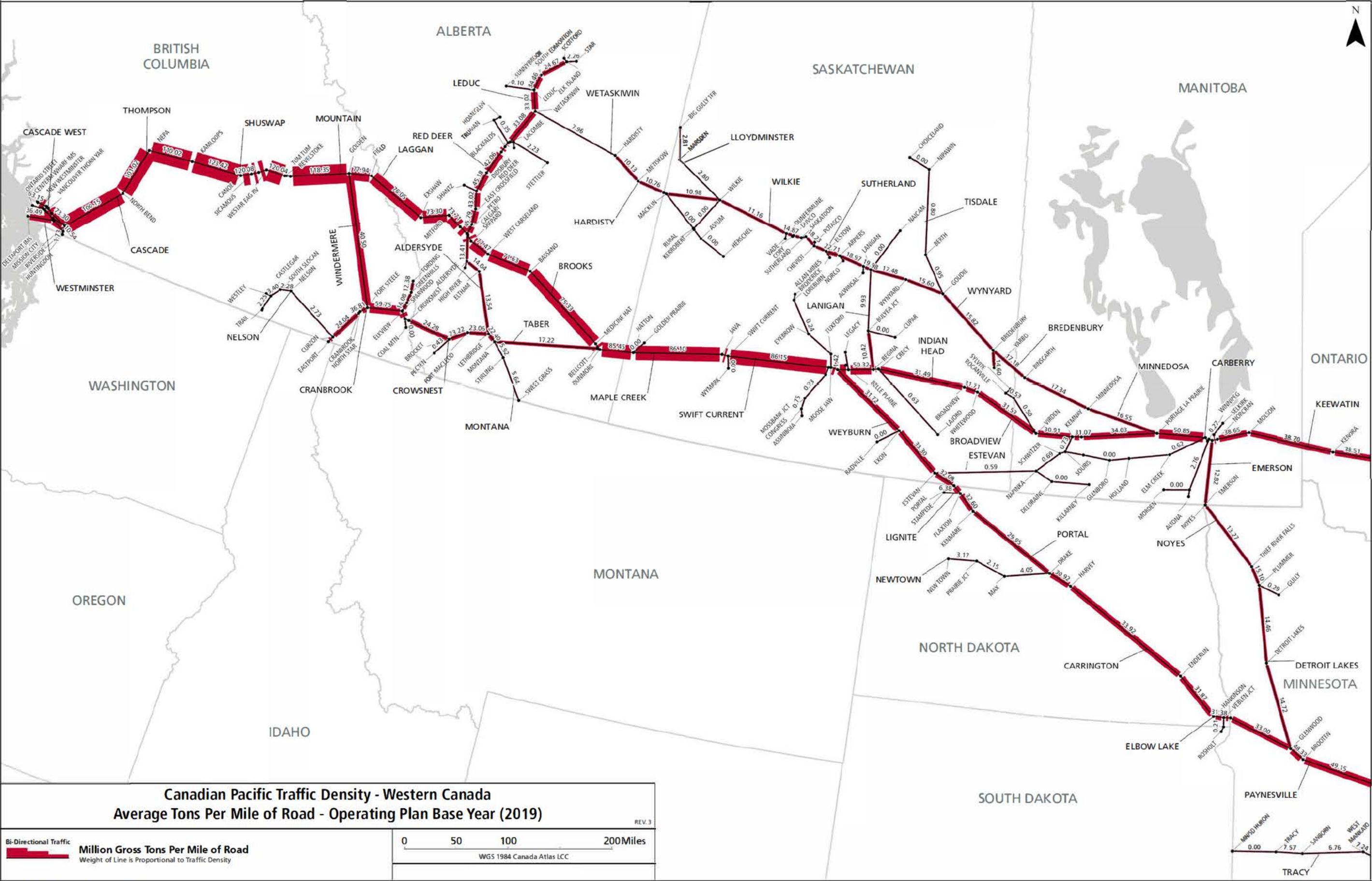


EXHIBIT 14: TRAFFIC DENSITY
CPR Operating Plan Base Year (2019) – East

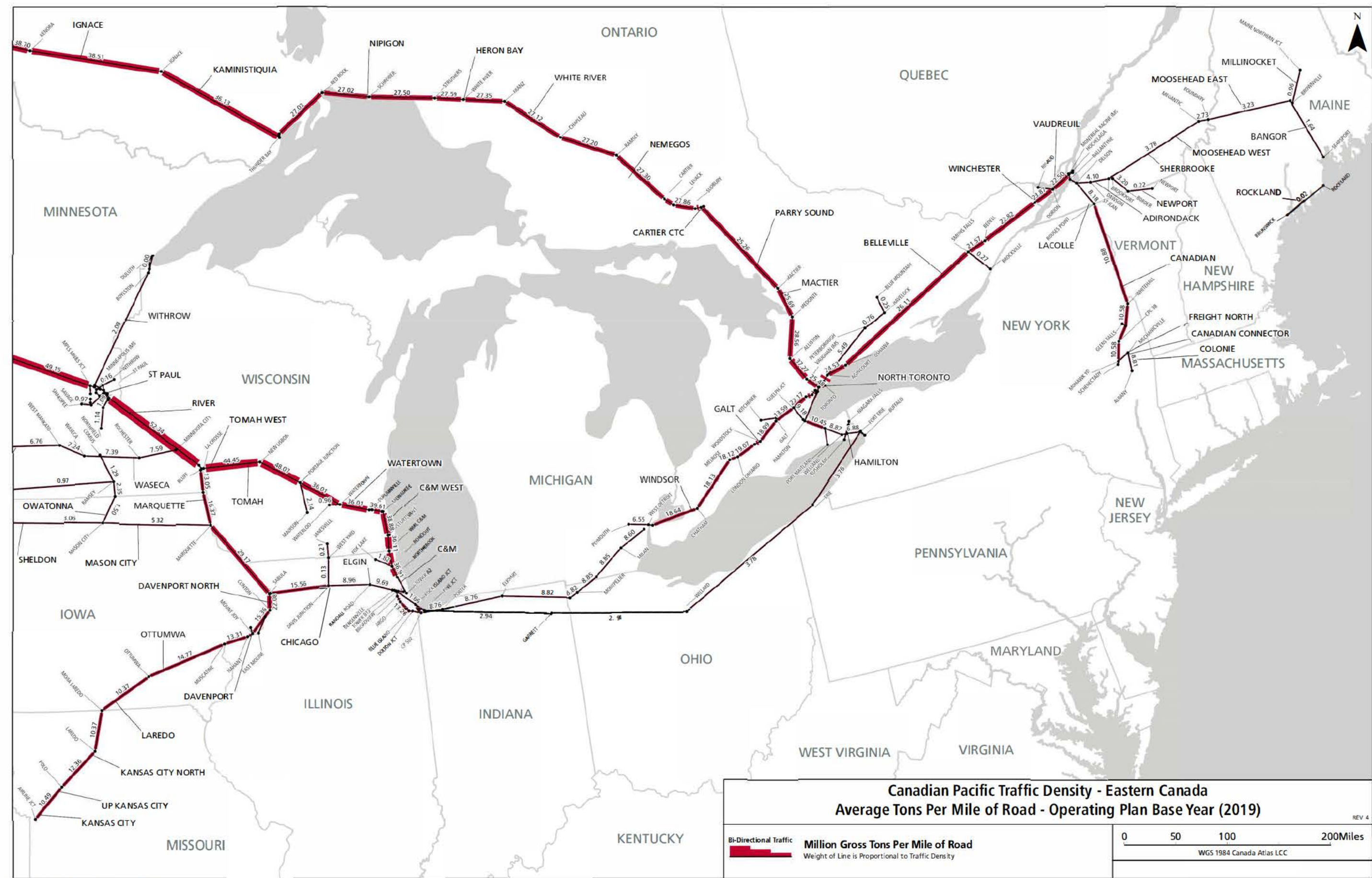


EXHIBIT 14: TRAFFIC DENSITY
KCS Operating Plan Base Year (2019)



EXHIBIT 14: TRAFFIC DENSITY
KCSM Operating Plan Base Year (2019)



PART C

OPERATING PLAN GROWTH PLAN YEAR 3 DENSITY CHARTS AND MAPS

EXHIBIT 14: TRAFFIC DENSITY
CPR Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	ADIRONDACK	FARNHAM,PQ - DELSON,PQ	4,254
CPR	ADIRONDACK	DELSION,PQ - ST LUC,PQ	12,403
CPR	ADIRONDACK	ST LUC,PQ - OUTREMONT,PQ	4,103
CPR	ALDERSYDE	LETHBRIDGE,AB - ELTHAM,AB	13,640
CPR	ALDERSYDE	ELTHAM,AB - ALDERSYDE,AB	14,117
CPR	ALDERSYDE	ALDERSYDE,AB - 12TH STREET EAST,AB	13,488
CPR	ALDERSYDE - HIGH RIVER SPUR	ALDERSYDE,AB - HIGH RIVER,AB	680
CPR	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	1,643
CPR	BELLE PLAINE	BELLE PLAINE,SK - LEGACY,SK	511
CPR	BELLEVILLE	SMITHS FALLS,ON - OSHAWA,ON	27,320
CPR	BELLEVILLE	OSHAWA,ON - TORONTO YARD,ON	25,556
CPR	BELLEVILLE	TORONTO YARD,ON - AGINCOURT,ON	36,033
CPR	BELLEVILLE	AGINCOURT,ON - LEASIDE,ON	69,709
CPR	BEMIDJI	GULLY,MN - PLUMMER,MN	286
CPR	BNSF TWIN CITIES	HOFFMAN ST PAUL,MN - NORTH TOWN,MN	66,239
CPR	BNSF TWIN CITIES	NORTH TOWN,MN - BOYLSTON,WI	2,077
CPR	BOUNDARY - ROBSON SPUR	CASTLEGAR,BC - WESTLEY,BC	125
CPR	BRECHTER	PRENTISS,AB - JUNE,AB	1,063
CPR	BRECHTER	JUNE,AB - LACOMBE,AB	1,268
CPR	BREDENBURY	MINNEDOSA,MB - BINS CARTH,MB	24,789
CPR	BREDENBURY	BINS CARTH,MB - BREDENBURY,SK	24,524
CPR	BRETON	LEDUC,AB - SUNNYBROOK,AB	104
CPR	BROADVIEW	BRANDON,MB - KEMNAY,MB	31,074
CPR	BROADVIEW	KEMNAY,MB - VIRDEN,MB	31,282
CPR	BROADVIEW	VIRDEN,MB - WHITEWOOD,SK	31,529
CPR	BROADVIEW	WHITEWOOD,SK - BROADVIEW,SK	31,712
CPR	BROCKVILLE	SMITHS FALLS,ON - BROCKVILLE,ON	268

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	BROOKS	MEDICINE HAT,AB - BASSANO,AB	80,953
CPR	BROOKS	BASSANO,AB - WEST CARSELAND,AB	76,923
CPR	BROOKS	WEST CARSELAND,AB - SHEPARD,AB	83,021
CPR	BROOKS	SHEPARD,AB - ALYTH,AB	94,232
CPR	BROOKS	ALYTH,AB - 12TH STREET EAST,AB	50,286
CPR	BROOKS	12TH STREET EAST,AB - CALGARY,AB	38,802
CPR	C&M	TOWER A2,IL - SHERMER,IL	5,852
CPR	C&M	SHERMER,IL - NORTHBROOK,IL	38,812
CPR	C&M	NORTHBROOK,IL - RONDOUT,IL	37,702
CPR	C&M WEST	RONDOUT,IL - WI/IL C&M,WI	36,887
CPR	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	36,880
CPR	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	39,685
CPR	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	10,582
CPR	CANADIAN	CPC 38,NY - WHITEHALL,NY	10,582
CPR	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	11,029
CPR	CANPA	OBICO YARD,ON - CANPA,ON	2,748
CPR	CARBERRY	WINNIPEG,MB - RUGBY,MB	42,955
CPR	CARBERRY	RUGBY,MB - WOODMAN,MB	55,166
CPR	CARBERRY	WOODMAN,MB - PORTAGE LA PRAIRIE,MB	59,397
CPR	CARBERRY	PORTAGE LA PRAIRIE,MB - BRANDON,MB	34,033
CPR	CARRINGTON	ENDERLIN,ND - HARVEY,ND	37,856
CPR	CARTIER	CONISTON,ON - ROMFORD,ON	15,766
CPR	CARTIER	ROMFORD,ON - SUDBURY,ON	30,687
CPR	CARTIER	SUDBURY,ON - LEVACK,ON	28,193
CPR	CARTIER	LEVACK,ON - CARTIER,ON	27,655
CPR	CASCADE	NORTH BEND,BC - MISSION CITY,BC	27,251

EXHIBIT 14: TRAFFIC DENSITY
CPR Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	CASCADE	MISSION CITY,BC - PIT RIVER M108.4,BC	57,933
CPR	CASCADE	PIT RIVER M108.4,BC - COQUITLAM TFR,BC	52,839
CPR	CASCADE	COQUITLAM,BC - MACAULAY,BC	80,743
CPR	CASCADE	MACAULAY,BC - IOCO,BC	80,743
CPR	CASCADE	IOCO,BC - PORT MOODY,BC	71,246
CPR	CASCADE	PORT MOODY,BC - SECOND NARROWS,BC	63,862
CPR	CASCADE	SECOND NARROWS,BC - CENTERM WHARF IMS,BC	61,413
CPR	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	24,556
CPR	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	32,659
CPR	CN - ASHCROFT	NEPA,BC - BOSTON BAR,BC	74,265
CPR	CN - YALE FRAS CAN	BOSTON BAR,BC - MATSQUI,BC	74,663
CPR	CN - YALE FRAS CAN	MATSQUI,BC - HYDRO,BC	74,663
CPR	CN - YALE FRAS CAN	HYDRO,BC - VANCOUVER THORN YAR,BC	74,663
CPR	COLONIE	ALBANY,NY - MECHANICVILLE,NY	8,951
CPR	COLUMBIA	NELSON,BC - SOUTH SLOCAN,BC	2,322
CPR	COLUMBIA	SOUTH SLOCAN,BC - CASTLEGAR,BC	3,468
CPR	COLUMBIA	CASTLEGAR,BC - TRAIL,BC	2,254
CPR	COLUMBIA	TRAIL,BC - WARFIELD,BC	251
CPR	CRANBROOK	CROWSNEST,BC - FABRO,BC	23,691
CPR	CRANBROOK	FABRO,BC - SPARWOOD,BC	47,410
CPR	CRANBROOK	SPARWOOD,BC - FORT STEELE,BC	60,337
CPR	CRANBROOK	FORT STEELE,BC - NORTH STAR,BC	37,161
CPR	CRANBROOK	NORTH STAR,BC - CRANBROOK,BC	22,904
CPR	CRANBROOK	CRANBROOK,BC - CURZON,BC	24,279
CPR	CRANBROOK	CURZON,BC - EASTPORT,ID	24,917

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	CROWSNEST	LETHBRIDGE,AB - FORT MACLEOD,AB	23,267
CPR	CROWSNEST	FORT MACLEOD,AB - BROCKET,AB	23,425
CPR	CROWSNEST	BROCKET,AB - CROWSNEST,BC	24,524
CPR	CSXT	WEST DETROIT,MI - PLYMOUTH,MI	6,554
CPR	CSXT BUFFALO - CHICAGO	BUFFALO BLACK ROCK,NY - ERIE,PA	6,265
CPR	CSXT BUFFALO - CHICAGO	ERIE,PA - WILLARD,OH	6,307
CPR	CSXT BUFFALO - CHICAGO	WILLARD,OH - GARRETT,IN	7,288
CPR	CSXT BUFFALO - CHICAGO	GARRETT,IN - PINE JCT,IN	7,288
CPR	CSXT BUFFALO - CHICAGO	PINE JCT,IN - BENSENVILLE IMS,IL	4,813
CPR	DAVENPORT	SABULA,IA - CLINTON,IA	45,212
CPR	DAVENPORT	CLINTON,IA - WATER WORKS,IA	33,830
CPR	DAVENPORT	WATER WORKS,IA - NAHANT,IA	33,830
CPR	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	21,967
CPR	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	21,582
CPR	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	22,781
CPR	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	833
CPR	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	1,464
CPR	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	3,536
CPR	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	2,252
CPR	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	850
CPR	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	37,041
CPR	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	36,108
CPR	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	35,233

EXHIBIT 14: TRAFFIC DENSITY
CPR Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	36,047
CPR	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	747
CPR	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	40,912
CPR	ELGIN	BENSENVILLE,IL - TOWER B12,IL	114,020
CPR	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	27,130
CPR	EMERSON	WHITTIER,MB - NOYES,MN	19,616
CPR	ESTEVAN	KEMNAY,MB - SOURIS,MB	733
CPR	ESTEVAN	SOURIS,MB - SCHWITZER,MB	693
CPR	ESTEVAN	SCHWITZER,MB - NAPINKA,MB	693
CPR	ESTEVAN	NAPINKA,MB - BIENFAIT,SK	585
CPR	ESTEVAN	BIENFAIT,SK - ESTEVAN,SK	677
CPR	EXPANSE	CURLE,SK - ARCHIVE,SK	731
CPR	EXPANSE	ARCHIVE,SK - MOSSBANK JCT,SK	732
CPR	EXPANSE	MOSSBANK JCT,SK - CONGRESS,SK	751
CPR	EXPANSE	CONGRESS,SK - ASSINIBOIA,SK	730
CPR	FORDING RIVER	SPARWOOD,BC - ELKVIEW,BC	41,412
CPR	FORDING RIVER	ELKVIEW,BC - LINE CREEK,BC	25,346
CPR	FORDING RIVER	LINE CREEK,BC - GREENHILLS,BC	14,079
CPR	FORDING RIVER	GREENHILLS,BC - FORDING,BC	12,383
CPR	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	1,821
CPR	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	8,936
CPR	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	6,076
CPR	GALT	TORONTO,ON - WEST TORONTO,ON	1,593
CPR	GALT	WEST TORONTO,ON - OBICO YARD,ON	23,641
CPR	GALT	TORONTO OBICO,ON - COOKSVILLE,ON	22,445
CPR	GALT	COOKSVILLE,ON - STREETSVILLE JCT,ON	22,315

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	GALT	STREETSVILLE JCT,ON - GUELPH JCT,ON	24,424
CPR	GALT	GUELPH JCT,ON - GALT,ON	14,408
CPR	GALT	GALT,ON - WOODSTOCK,ON	20,155
CPR	GALT	WOODSTOCK,ON - ZORRA,ON	25,938
CPR	GALT	ZORRA,ON - LONDON ONTARIO,ON	20,135
CPR	GLENBORO	WOODMAN,MB - ELM CREEK,MB	620
CPR	GRETNA SPUR	ROSENFELD,MB - ALTONA,MB	827
CPR	HAMILTON	E BROOKFIELD,ON - WELLAND,ON	9,847
CPR	HAMILTON	WELLAND,ON - SMITHVILLE,ON	9,379
CPR	HAMILTON	SMITHVILLE,ON - HAMILTON,ON	11,037
CPR	HAMILTON	HAMILTON,ON - HAMILTON JCT,ON	13,126
CPR	HAMILTON	HAMILTON JCT,ON - GUELPH JCT,ON	9,841
CPR	HARDISTY	WILKIE,SK - MACKLIN,SK	16,505
CPR	HARDISTY	MACKLIN,SK - SK/AB HARDISTY,AB	16,433
CPR	HARDISTY	SK/AB HARDISTY,AB - METISKOW,AB	16,270
CPR	HARDISTY	METISKOW,AB - HARDISTY,AB	15,498
CPR	HAVELOCK	HAVELOCK,ON - PETERBOROUGH,ON	760
CPR	HAVELOCK	PETERBOROUGH,ON - TORONTO YARD,ON	7,121
CPR	HERON BAY	WHITE RIVER,ON - STRUTHERS,ON	27,594
CPR	HERON BAY	STRUTHERS,ON - SCHREIBER,ON	27,833
CPR	HIAWATHA SPUR	ROSEMOUNT,MN - INVER GROVE,MN	1,087
CPR	HOADLEY	JACKSON,AB - TRUMAN,AB	345
CPR	HOADLEY	TRUMAN,AB - HOMEGLLEN,AB	377
CPR	IGNACE	IGNACE,ON - KENORA,ON	38,983
CPR	INDIAN HEAD	BROADVIEW,SK - CRECY,SK	31,954
CPR	INDIAN HEAD	CRECY,SK - REGINA,SK	33,268
CPR	INDIAN HEAD	REGINA,SK - BELLE PLAINE,SK	51,127
CPR	INDIAN HEAD	BELLE PLAINE,SK - PASQUA,SK	71,183

EXHIBIT 14: TRAFFIC DENSITY
CPR Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	INDIAN HEAD	PASQUA,SK - MOOSE JAW,SK	79,436
CPR	IND KALSPUR	KALIUM,SK - SASKFERCO,SK	314
CPR	JACKSON	RAMSEY,MN - JACKSON,MN	965
CPR	KAMINISTIQUEA	THUNDER BAY,ON - IGNACE,ON	36,575
CPR	KANSAS CITY	LAREDO,MO - POLO,MO	43,781
CPR	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	44,320
CPR	KEEWATIN	KENORA,ON - MOLSON,MB	39,215
CPR	KEEWATIN	MOLSON,MB - NORCRAN,MB	39,124
CPR	KEEWATIN	NORCRAN,MB - WHITTIER,MB	41,485
CPR	KEEWATIN	WHITTIER,MB - WINNIPEG,MB	23,560
CPR	LA RIVIERE	WINNIPEG,MB - ROSENFELD,MB	2,758
CPR	LACOLLE	ROUSES POINT JCT,PQ - DELSON,PQ	8,304
CPR	LACOMBE	STETTLER,AB - JUNE,AB	2,233
CPR	LAGGAN	CALGARY,AB - KEITH,AB	79,505
CPR	LAGGAN	KEITH,AB - COPITHORNE JCT,AB	75,321
CPR	LAGGAN	COPITHORNE JCT,AB - MITFORD,AB	46,982
CPR	LAGGAN	MITFORD,AB - EXSHAW,AB	74,874
CPR	LAGGAN	EXSHAW,AB - FIELD,BC	77,718
CPR	LANIGAN	REGINA,SK - BULYEA JCT,SK	10,418
CPR	LANIGAN	BULYEA JCT,SK - LANIGAN,SK	9,931
CPR	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	35,785
CPR	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	42,031
CPR	LEDUC	RED DEER,AB - BLACKFALDS,AB	37,417
CPR	LEDUC	BLACKFALDS,AB - JACKSON,AB	34,822
CPR	LEDUC	JACKSON,AB - LACOMBE,AB	33,143
CPR	LEDUC	LACOMBE,AB - WETASKIWIN,AB	35,965
CPR	LEDUC	WETASKIWIN,AB - LEDUC,AB	36,798
CPR	LEDUC	LEDUC,AB - GAINER,AB	38,954
CPR	LEDUC	GAINER,AB - SOUTH EDMONTON,AB	197
CPR	LIGNITE	FLAXTON,ND - STAMPEDE,ND	6,377

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	LLOYDMINSTER	WILKIE,SK - MARSDEN,SK	2,804
CPR	LLOYDMINSTER	MARSDEN,SK - BIG GULLY TFR,SK	2,804
CPR	M & O	DORION,PQ - RIGAUD,PQ	74
CPR	M & P	PORTAGE,WI - MADISON,WI	2,135
CPR	MACTIER	VAUGHAN IMS,ON - ALLISTON,ON	37,899
CPR	MACTIER	ALLISTON,ON - MEDONTE,ON	29,051
CPR	MACTIER	MEDONTE,ON - MACTIER,ON	26,096
CPR	MACTIER D	WEST TORONTO,ON - VAUGHAN IMS,ON	25,971
CPR	MAPLE CREEK	SWIFT CURRENT,SK - JAVA,SK	93,065
CPR	MAPLE CREEK	JAVA,SK - HATTON,SK	91,233
CPR	MAPLE CREEK	HATTON,SK - DUNMORE,AB	90,574
CPR	MAPLE CREEK	DUNMORE,AB - MEDICINE HAT,AB	76,836
CPR	MARPOLE	ONTARIO STREET,BC - NEW WESTMINSTER,BC	5
CPR	MARQUETTE	SABULA,IA - MARQUETTE,IA	45,247
CPR	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	30,991
CPR	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	24,693
CPR	MASON CITY	MARQUETTE,IA - MASON CITY,IA	6,281
CPR	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	3,075
CPR	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	965
CPR	MINNEDOSA	PORTAGE LA PRAIRIE,MB - MINNEDOSA,MB	23,264
CPR	MISSION	MISSION CITY,BC - RIVERSIDE,BC	37,880
CPR	MISSION	RIVERSIDE,BC - MATSQUI JCT,BC	14,391
CPR	MISSION	MATSQUI JCT,BC - HUNTINGDON,BC	1,729
CPR	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	948
CPR	MN&S SPUR	ATWOOD,MN - NESBITT,MN	494
CPR	MONTANA	SWEET GRASS,MT - STIRLING,AB	5,640
CPR	MONTANA	STIRLING,AB - MONTANA,AB	5,916

EXHIBIT 14: TRAFFIC DENSITY
CPR Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	MONTROSE	NIAGARA FALLS,ON - MONTROSE YARD,ON	257
CPR	MONTROSE	MONTROSE,ON - RUSHOLME,ON	886
CPR	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	3,462
CPR	MOOSEHEAD WEST	BOUNDARY,PQ - MEGANTIC,PQ	2,974
CPR	MOUNTAIN	FIELD,BC - KC JUNCTION,BC	79,377
CPR	MOUNTAIN	GOLDEN,BC - REVELSTOKE,BC	120,343
CPR	MTP IHB TRACKS	GIBSON,IN - DOLTON JCT,IL	7,050
CPR	MTP IHB TRACKS	DOLTON JCT,IL - BLUE ISLAND,IL	1,682
CPR	MTP IHB TRACKS	BLUE ISLAND,IL - ARGO,IL	7,292
CPR	MTP IHB TRACKS	ARGO,IL - BROADVIEW,IL	7,292
CPR	MTP IHB TRACKS	BROADVIEW,IL - NORPAUL YARD,IL	12,244
CPR	MTP WATERTOWN-MADISON	WATERTOWN,WI - WATERLOO,WI	1,021
CPR	NELSON	CURZON,BC - NELSON,BC	2,730
CPR	NEMEGOS	CARTIER,ON - RAMSEY,ON	27,631
CPR	NEMEGOS	RAMSEY,ON - CHAPLEAU,ON	27,529
CPR	NEPHTON	HAVELOCK,ON - BLUE MOUNTAIN,ON	249
CPR	NEWPORT	BROOKPORT,PQ - BORDER,PQ	3,195
CPR	NEWPORT	BORDER,PQ - NEWPORT,VT	217
CPR	NEWTOWN	DRAKE,ND - MAX,ND	4,048
CPR	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	2,148
CPR	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	3,172
CPR	NIPIGON	SCHREIBER,ON - RED ROCK,ON	27,347
CPR	NIPIGON	RED ROCK,ON - CURRENT RIVER,ON	27,353
CPR	NIPIGON	CURRENT RIVER,ON - THUNDER BAY NORTH,ON	27,372
CPR	NITRIN	EAST MOLINE,IL - CEFFCO,IL	286
CPR	NORTH TORONTO	LEASIDE,ON - WEST TORONTO,ON	43,745

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	20,309
CPR	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	9,765
CPR	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	9,699
CPR	NS CHICAGO LINE	PORTER,IN - CP 502,IN	9,699
CPR	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	11,563
CPR	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	9,523
CPR	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	9,803
CPR	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	9,803
CPR	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	9,765
CPR	OTTUMWA	NAHANT,IA - MUSCATINE,IA	31,850
CPR	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	36,449
CPR	OUTLOOK	MOOSE JAW,SK - TUXFORD,SK	1,417
CPR	OUTLOOK	TUXFORD,SK - EYEBROW,SK	241
CPR	OUTLOOK	EYEBROW,SK - LOREBURN,SK	241
CPR	OUTLOOK	LOREBURN,SK - BRODERICK,SK	509
CPR	OUTREMONT SPUR	HOCHELAGA,PQ - OUTREMONT,PQ	5,887
CPR	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	1,576
CPR	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	2,348
CPR	OWATONNA	RAMSEY,MN - COMUS,MN	1,294
CPR	PAGE	RIVERSIDE,BC - LIVINGSTONE,BC	10,696
CPR	PAGE	LIVINGSTONE,BC - DELTAPORT IMS,BC	37,084
CPR	PARRY SOUND	MACTIER,ON - ROMFORD,ON	25,599
CPR	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	61,519
CPR	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	75,401

EXHIBIT 14: TRAFFIC DENSITY
CPR Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	61,278
CPR	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	60,162
CPR	PECTEN	BROCKET,AB - PECTEN,AB	428
CPR	PORTAL	HARVEY,ND - DRAKE,ND	34,144
CPR	PORTAL	DRAKE,ND - KENMARE,ND	33,287
CPR	PORTAL	KENMARE,ND - FLAXTON,ND	36,931
CPR	PORTAL	FLAXTON,ND - PORTAL,ND	37,867
CPR	RED DEER	12TH STREET EAST,AB - PETRO,AB	45,994
CPR	RED DEER	PETRO,AB - EAST CROSSFIELD,AB	48,913
CPR	RED DEER	E CROSSFIELD JCT,AB - DIDSBURY,AB	46,098
CPR	RED DEER	DIDSBURY,AB - DOAN JCT,AB	48,385
CPR	RED DEER	DOAN JCT,AB - RED DEER,AB	45,032
CPR	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	65,597
CPR	RIVER	NEWPORT,MN - ST PAUL,MN	50,070
CPR	ROCANVILLE	VIRDEN,MB - MB/SK ROCANVILLE,MB	503
CPR	ROCANVILLE	MB/SK ROCANVILLE,MB - ROCANVILLE,SK	533
CPR	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	145
CPR	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	209
CPR	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	16
CPR	SCOTFORD	SCOTFORD,AB - ELK ISLAND,AB	11,889
CPR	SCOTFORD	ELK ISLAND,AB - GAINER,AB	27,025
CPR	SHELDON	MASON CITY,IA - SHELDON,IA	3,057
CPR	SHERBROOKE	MEGANTIC,PQ - DAWSON,PQ	3,991
CPR	SHUSWAP	REVELSTOKE,BC - BELL POLE SPUR,BC	123,555
CPR	SHUSWAP	BELL POLE SPUR,BC - TUM TUM,BC	123,555
CPR	SHUSWAP	TUM TUM,BC - WESTAR EAG RV,BC	122,182
CPR	SHUSWAP	WESTAR EAG RV,BC - CAMBIE,BC	122,637

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	SHUSWAP	CAMBIE,BC - SICAMOUS,BC	122,224
CPR	SHUSWAP	SICAMOUS,BC - CANOE,BC	122,224
CPR	SHUSWAP	CANOE,BC - KAMLOOPS,BC	125,683
CPR	ST LUC BRANCH	ST LUC,PQ - BALLANTYNE,PQ	19,474
CPR	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	352
CPR	STAMFORD	BUFFALO,NY - FORT ERIE,ON	7,553
CPR	SUTHERLAND	WYNYARD,SK - LANIGAN,SK	25,148
CPR	SUTHERLAND	LANIGAN,SK - GUERNSEY,SK	28,267
CPR	SUTHERLAND	GUERNSEY,SK - ARPIERS,SK	27,049
CPR	SUTHERLAND	ARPIERS,SK - ELSTOW,SK	32,079
CPR	SUTHERLAND	ELSTOW,SK - CHEVIOT,SK	25,118
CPR	SUTHERLAND	CHEVIOT,SK - SUTHERLAND,SK	22,138
CPR	SUTHERLAND	SUTHERLAND,SK - SASKATOON,SK	12,626
CPR	SUTHERLAND ALLAN SPUR	ELSTOW,SK - ALLAN MINES,SK	169
CPR	SUTHERLAND ALWINSAL SPUR	GUERNSEY,SK - ALWINSAL,SK	73
CPR	SUTHERLAND NORANDA SPUR	ARPIERS,SK - NORCO,SK	358
CPR	SUTHERLAND POTASCO SPUR	CHEVIOT,SK - POTASCO,SK	353
CPR	SWIFT CURRENT	MOOSE JAW,SK - CURLE,SK	87,735
CPR	SWIFT CURRENT	CURLE,SK - SWIFT CURRENT,SK	91,291
CPR	TABER	BELLCOTT,AB - MONTANA,AB	17,426
CPR	TABER	MONTANA,AB - LETHBRIDGE,AB	22,664
CPR	THOMPSON	KAMLOOPS,BC - NEPA,BC	112,030
CPR	THOMPSON	NEPA,BC - NORTH BEND,BC	28,561
CPR	TISDALE	GOUDIE,SK - BERTH,SK	952
CPR	TISDALE	BERTH,SK - NIPAWIN,SK	796
CPR	TOMAH	PORTAGE,WI - NEW LISBON,WI	48,751
CPR	TOMAH	NEW LISBON,WI - LA CROSSE,WI	44,959
CPR	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	52,253

EXHIBIT 14: TRAFFIC DENSITY
CPR Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	28,404
CPR	TRACY	WASECA,MN - WEST MANKATO,MN	8,780
CPR	TRACY	WEST MANKATO,MN - SANBORN,MN	8,656
CPR	TRACY	SANBORN,MN - TRACY,MN	10,066
CPR	TYVAN	LAJORD,SK - CRECY,SK	628
CPR	UP MANKOTA	STP CHESTNUT ST,MN - SAVAGE,MN	972
CPR	UP MANKOTA	SAVAGE,MN - SHAKOPEE,MN	972
CPR	UP TWO ALBERT LEA	NORTHFIELD,MN - ROSEPORT,MN	1,143
CPR	UP TWO ALBERT LEA	ROSEPORT,MN - SOUTH ST PAUL,MN	1,143
CPR	UP TWO ALBERT LEA	SOUTH ST PAUL,MN - ST PAUL,MN	1,219
CPR	VAUDREUIL	ST LUC,PQ - DORION,PQ	23,585
CPR	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	207
CPR	VEBLEN	SD/ND B,SD - ROSHOLT,SD	218
CPR	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	9,047
CPR	WASECA	ROCHESTER,MN - WASECA,MN	8,621
CPR	WATERLOO	GALT,ON - PRESTON,ON	2,009
CPR	WATERLOO	PRESTON,ON - KITCHENER,ON	1,693
CPR	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	28,399
CPR	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	40,334
CPR	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	36,667
CPR	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	36,666
CPR	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	36,534
CPR	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	21,786

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	233
CPR	WESTMINSTER	MACAULAY,BC - FRASER MILLS,BC	20,311
CPR	WESTMINSTER	FRASER MILLS,BC - SAPPERTON,BC	14,014
CPR	WESTMINSTER	SAPPERTON,BC - NEW WESTMINSTER,BC	8,489
CPR	WETASKIWIN	HARDISTY,AB - WETASKIWIN,AB	7,960
CPR	WEYBURN	PASQUA,SK - EXON,SK	35,268
CPR	WEYBURN	EXON,SK - ESTEVAN,SK	37,321
CPR	WEYBURN	ESTEVAN,SK - PORTAL,ND	36,243
CPR	WHITE RIVER	CHAPLEAU,ON - FRANZ,ON	27,445
CPR	WHITE RIVER	FRANZ,ON - WHITE RIVER,ON	27,347
CPR	WILKIE	SASKATOON,SK - CORY,SK	23,747
CPR	WILKIE	CORY,SK - DUNFERMLINE,SK	18,947
CPR	WILKIE	DUNFERMLINE,SK - WILKIE,SK	17,187
CPR	WILKIE SPUR	CORY,SK - DUVCO,SK	633
CPR	WILLINGDON SPUR	STAR,AB - ELK ISLAND,AB	8,836
CPR	WINCHESTER	DORION,PQ - ON/PQ WINCHESTER,ON	25,210
CPR	WINCHESTER	ON/PQ WINCHESTER,ON - BEDELL,ON	23,904
CPR	WINCHESTER	BEDELL,ON - SMITHS FALLS,ON	22,612
CPR	WINDERMERE	FORT STEELE,BC - KC JUNCTION,BC	40,501
CPR	WINDSOR	LONDON ONTARIO,ON - MELROSE,ON	19,432
CPR	WINDSOR	MELROSE,ON - CHATHAM,ON	19,471
CPR	WINDSOR	CHATHAM,ON - WINDSOR,ON	20,015
CPR	WINDSOR	WINDSOR,ON - WEST DETROIT,MI	20,801
CPR	WINNIPEG BEACH SPUR	MIDDLECHURCH,MB - SELKIRK,MB	268
CPR	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	2,534

EXHIBIT 14: TRAFFIC DENSITY
CPR Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
CPR	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	164
CPR	WYNYARD	BREDENBURY,SK - GOUDIE,SK	22,932
CPR	WYNYARD	GOUDIE,SK - WYNYARD,SK	22,904
CPR	YARBO	BREDENBURY,SK - YARBO,SK	14,604

EXHIBIT 14: TRAFFIC DENSITY
KCS Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
KCS	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	1,990
KCS	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	11,615
KCS	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	11,317
KCS	ALLIANCE	RENNER, TX - WYLIE, TX	4,197
KCS	ALLIANCE	METRO, TX - RENNER, TX	4,113
KCS	ALLIANCE	ALLIANCE, TX - METRO, TX	3,389
KCS	ARTESIA	MERIDIAN, MS - ARTESIA, MS	9,146
KCS	ARTESIA	ARTESIA, MS - WEST POINT JUNCTION, MS	4,634
KCS	ARTESIA	WEST POINT JUNCTION, MS - TUPELO, MS	4,081
KCS	ARTESIA	TUPELO, MS - CORINTH, MS	3,261
KCS	BEAUMONT	LEESVILLE, LA - SHREVEPORT, LA	51,003
KCS	BEAUMONT	DE QUINCY, LA - LEESVILLE, LA	56,117
KCS	BEAUMONT	BEAUMONT, TX - DE QUINCY, LA	46,913
KCS	BEAUMONT	PORT ARTHUR, TX - BEAUMONT, TX	48,847
KCS	BEAUMONT TO ROSENBERG	HOUSTON, TX - BEAUMONT, TX	31,085
KCS	COUNCE BRANCH	CORINTH, MS - SHARPS, MS	1,709
KCS	COUNCE BRANCH	SHARPS, MS - COUNCE, TN	1,367
KCS	DALLAS	DALLAS, TX - WYLIE, TX	3,001
KCS	EAST ST LOUIS TERMINAL	GODFREY, IL - EAST ST LOUIS, IL	8,017
KCS	FORT SMITH BRANCH	POTEAU, OK - FORT SMITH, AR	1,413
KCS	GODFREY	ROODHOUSE, IL - GODFREY, IL	1,230
KCS	GREENVILLE	GREENVILLE, TX - SHREVEPORT, LA	18,908
KCS	GREENVILLE	WYLIE, TX - GREENVILLE, TX	22,062
KCS	GULFPORT	DELISLE JUNCTION, MS - GULFPORT, MS	2,806
KCS	GULFPORT	HATTIESBURG, MS - DELISLE JUNCTION, MS	655
KCS	HEAVENER	WATTS, OK - PITTSBURG, KS	72,162

Entity	Subdivision	Segment	Estimated Gross Tons (000)
KCS	HEAVENER	POTEAU, OK - WATTS, OK	64,258
KCS	HEAVENER	HEAVENER, OK - POTEAU, OK	67,368
KCS	JACKSONVILLE	JACKSONVILLE, IL - MURRAYVILLE, IL	1,331
KCS	KCS LAREDO	LAREDO YARD, TX - ROBSTOWN, TX	48,932
KCS	KCS LAREDO	ROBSTOWN, TX - CORPUS CHRISTI, TX	24,790
KCS	LAKE CHARLES	DE QUINCY, LA - MOSSVILLE, LA	7,786
KCS	MERIDIAN	NEWTON, MS - MERIDIAN, MS	31,634
KCS	MERIDIAN	JACKSON, MS - NEWTON, MS	32,919
KCS	MERIDIAN	VICKSBURG, MS - JACKSON, MS	33,114
KCS	MEXICO	SLATER, MO - MEXICO, MO	4,844
KCS	MEXICO	KANSAS CITY, MO - SLATER, MO	6,962
KCS	NEW ORLEANS	LATANIER, LA - BATON ROUGE, LA	8,620
KCS	NEW ORLEANS	BATON ROUGE, LA - NEW ORLEANS, LA	15,654
KCS	PITTSBURG	PITTSBURG, KS - KANSAS CITY, MO	65,947
KCS	ROODHOUSE	MEXICO, MO - ROODHOUSE, IL	4,541
KCS	ROSENBERG	KENDLETON, TX - HOUSTON, TX	38,261
KCS	ROSENBERG	VICTORIA, TX - KENDLETON, TX	38,916
KCS	SHREVEPORT	DE QUEEN, AR - HEAVENER, OK	62,482
KCS	SHREVEPORT	ASHDOWN, AR - DE QUEEN, AR	66,183
KCS	SHREVEPORT	SHREVEPORT, LA - ASHDOWN, AR	70,320
KCS	SPRINGFIELD	MURRAYVILLE, IL - SPRINGFIELD, IL	168
KCS	SPRINGFIELD	ROODHOUSE, IL - MURRAYVILLE, IL	998
KCS	VICKSBURG	MONROE, LA - VICKSBURG, MS	34,331
KCS	VICKSBURG	GIBSLAND, LA - MONROE, LA	42,622
KCS	VICKSBURG	SIBLEY, LA - GIBSLAND, LA	40,323
KCS	VICKSBURG	SHREVEPORT, LA - SIBLEY, LA	42,074
KCS	VICTORIA TO ROBSTOWN	PLACEDO, TX (UP) - VICTORIA, TX	28,512
KCS	VICTORIA TO ROBSTOWN	ROBSTOWN, TX - PLACEDO, TX (UP)	28,512

EXHIBIT 14: TRAFFIC DENSITY
KCS Growth Plan Year 3
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Estimated Gross Tons (000)
KCS	WHITE ROCK BRANCH	RENNER, TX - DALLAS, TX	1,103

EXHIBIT 14: TRAFFIC DENSITY
KCSM Growth Plan Year 3

Entity	Subdivision	Segment	Estimated Gross Tons (000) Growth Plan Year 3
KCSM	CALTZONTZIN	ACAMBARO,GJ - LAZARO CARDENAS,MH	14,173
KCSM	CELAYA	ACAMBARO,GJ - ING BUCHANAN LOPEZ,GJ	24,773
KCSM	LAS CRUCES	SALINAS,SL - LAGUNA SECA,SL	542
KCSM	MATAMOROS	MATAMOROS,TM - MONTERREY,NL	10,546
KCSM	MONTERREY	SOLEDAD,NL - LEAL,NL	30,377
KCSM	QUERATARO	CELAYA,GJ - AHORCADO,QA	20,911
KCSM	SALINAS	CHICALOTE,AG - SALINAS,SL	2,584
KCSM	SALINAS	SAN LUIS POTOSI,SL - SALINAS,SL	2,042
KCSM	SALTILLO	NEUVO LARDEO,TM - SALTILLO,CU	61,249
KCSM	TAMASOPO	SAN LUIS POTOSI,SL - TAMPICO,TM	4,321
KCSM	TOLUCA	ACAMBARO,GJ - MOLINITO,EM	4,004
KCSM	TULA	SAN LUIS POTOSI,SL - MEXICO,DF	51,077
KCSM	VANEGAS	SALTILLO,CU - SAN LUIS POTOSI,SL	40,424
KCSM	VERACRUZ	SANTA FE,VL - TEXCOCO,EM	2,369

EXHIBIT 14: TRAFFIC DENSITY
CPRS Growth Plan Year 3 - West

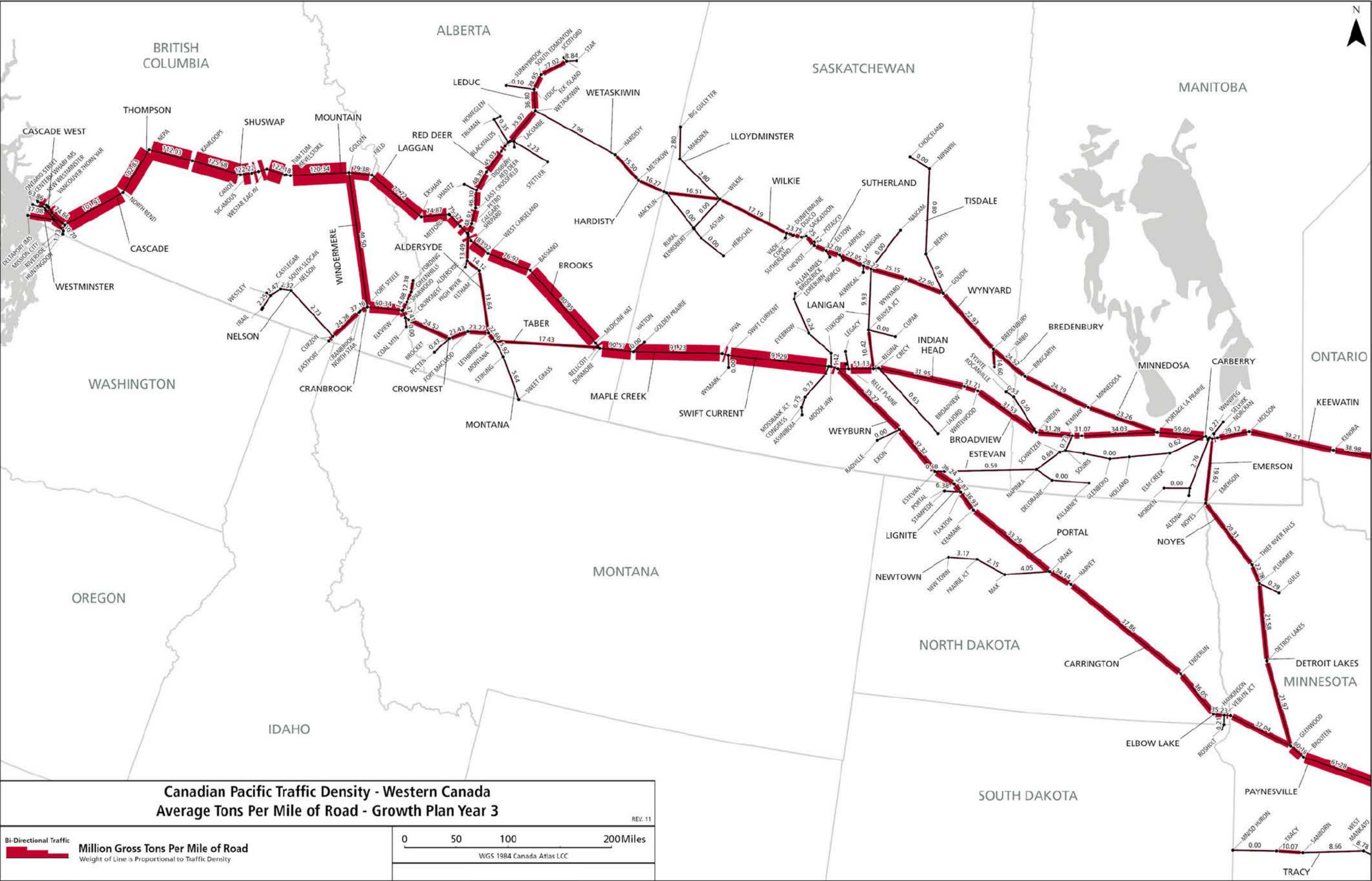


EXHIBIT 14: TRAFFIC DENSITY
CPRS Growth Plan Year 3 - East

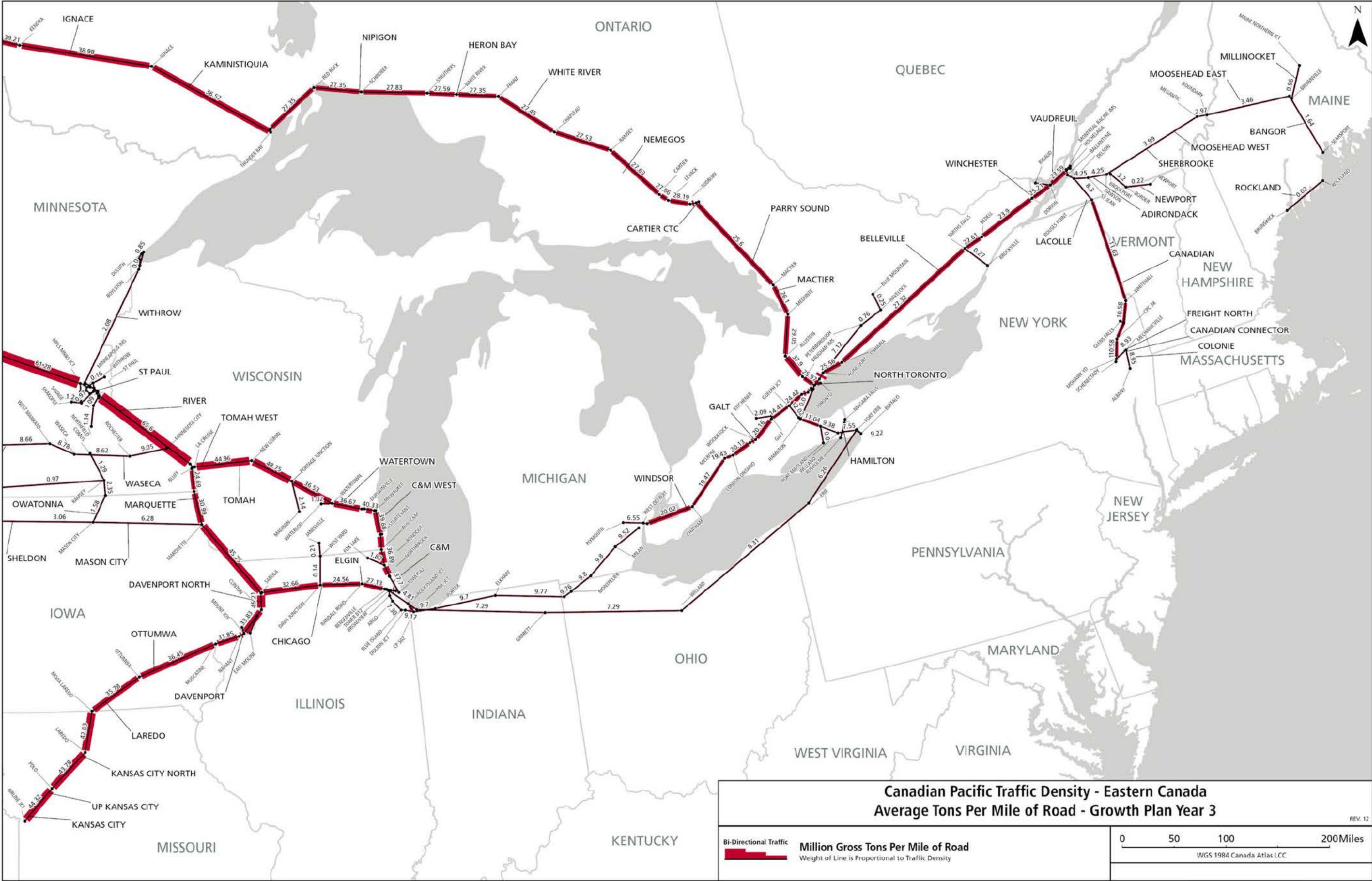


EXHIBIT 14: TRAFFIC DENSITY
KCS Growth Plan Year 3



EXHIBIT 14: TRAFFIC DENSITY
KCSM Growth Plan Year 3

