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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:

Applicants¹ call attention to certain typographical and other errors in the Application they filed with the Board on October 29 (as CP/25/KCS-13 through CP/28/KCS-16). The corrections noted herein apply equally to the Public and Highly Confidential versions of the Application.

1. The portion of the Labor Impact Exhibit addressing union-represented employees (Application Volume 2, at 2-351 to 2-357), contained two errors.

First, the locations of certain CP union-represented positions were inadvertently indicated as being in Canada rather than the United States. (The Exhibit correctly noted the U.S. states in which these positions are located but inadvertently identified those locations as being in Canada.). We have corrected the error in the attached replacement pages 2-351 to 2-357.

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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This error led to a miscalculation of the number of new positions created by the CP/KCS Transaction within the United States. Instead of “more than 750 of those new jobs” being in the United States, the correct number is “more than 800 of those new jobs” being in the United States. This correction affects the Application Narrative, at 1-27, and the Verified Statement of Myron Becker, at 2-248, as noted in the Table of Errata set forth as Exhibit 1 hereto.

Second, the total number of train dispatchers that CP anticipates relocating from Minneapolis to the new CPKC headquarters in Kansas City was incorrectly listed in the Labor Impact Exhibit as 37 rather than 35. *See* Labor Impact Exh., at 2-352. The correct figure (35) was noted in the Verified Statement of Myron W. Becker, at 2-250.

We are submitting herewith replacement pages 1-27, 2-250, and 2-351 to -357 to correct these errors.

2. The Verified Statement of Myron W. Becker, in Volume 2 of the Application, inadvertently failed to list two job locations that are located within the “Consolidated Territory:” Chillicothe, MO and Liberty, MO. This omission affected both the map at Figure 1 and the content of Table 3. We are submitting replacement pages 2-247 and 2-248 to correct this omission.
3. In the Verified Statement of Richard W. Brown and Nathan S. Zebrowski, in Volume 2 of the Application, two of the Tables contained typographical errors reflecting incorrect figures.

First, in Table 3 (at 2-128) the total number of new single-line movements for “Energy, Chemicals, and Plastics” is 41,021, not 31,021.

Second, in Table 4 (at 2-130) the total potentially divertible movements for “Energy, Chemicals, and Plastics” for 2019 is 75,664, not 83,303.

The witnesses’ workpapers previously submitted to the Board reflect the correct figures. We are submitting herewith replacement pages 2-128 and 2-130 to correct these errors.

4. The accompanying Table of Errata, set forth as Exhibit 1 hereto, identifies the errors listed above as well as additional typographical errors.

Please contact me with any questions.

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Respectfully submitted,

A handwritten signature in blue ink, appearing to read "David L. Meyer". The signature is fluid and cursive, with a large initial "D" and "M".

David L. Meyer

*Attorney for Canadian Pacific Railway
Limited*

Attachments

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

EXHIBIT 1

TABLE OF ERRATA

Page Number	Application Component	Original	Corrected	Type of Error
APP VOL. 1, PAGE 5 ("1-5")	Narrative	"Verified Statements of Steven Baronoff"	"Verified Statement of Steven Baronoff"	Typographical error
1-7	Narrative	"VOLUME 4 OF APPLICATION – CP-28/KCS-15"	"VOLUME 4 OF APPLICATION – CP-28/ KCS-16 "	Typographical error
1-12	Narrative	"... subsidiary of CPRL; and (d) CPRC ..."	"... subsidiary of CPRL; (d) CPRC ..."	Typographical error
1-27	Narrative	"... more than 750 of those new jobs in the United States."	"... more than 800 of those new jobs in the United States."	Correction Replacement page 1-27 is provided.
1-29	Narrative	"... U.S rail carrier subsidiaries ..."	"... U.S. rail carrier subsidiaries ..."	Typographical error
1-43	Narrative	"Figure 4"	"Figure 3 "	Typographical error
1-52	Narrative	"... is an Applicant because its owns rail property ..."	"... is an Applicant because it owns rail property ..."	Typographical error
1-82	Narrative, Appendix C, Table 8.4	"Julie D. Powell Assistant Secretary & Assistant"	"Julie D. Powell Assistant Secretary & Assistant Treasurer "	Typographical error
1-181	Creel V.S., ¶ 59	"... Glen Wilson, CP's Vice President, Safety, Environment& Regulatory."	"... Glen Wilson, CP's Managing Director, Environmental Risk. "	Correction

Page Number	Application Component	Original	Corrected	Type of Error
1-202	Ottensmeyer V.S.	“... which could financially stress the railroad to the ”	“... which could financially stress the railroad.	Typographical error
1-235	Brooks V.S., ¶ 52	“In addition, as Mr. Clements explains ...”	“In addition, as Mr. Clements explains ...”	Typographical error
1-260	Wahba/Naatz V.S., ¶ 38	“In the longer term, The CP/KCS combination ...”	“In the longer term, the CP/KCS combination ...”	Typographical error
1-283	Wahba/Naatz V.S., ¶ 87	“... less efficient (and. in many cases ...”	“... less efficient (and, in many cases ...”	Typographical error
1-298	Wahba/Naatz V.S., ¶ 114	“... and better service for shippers”	“... and better service for shippers.” [period missing]	Typographical error
1-315	Wilson V.S., ¶ 37	“... work closely with OEA and affected communities to appropriately mitigating potential environmental impacts.”	“... work closely with OEA and affected communities to appropriately mitigate potential environmental impacts.”	Typographical error
1-320	Clements V.S., ¶ 5	“... services CP/KCS provides to our customers”	“... services CP/KCS provides to our customers.” [period missing]	Typographical error
1-321	Clements V.S., ¶ 8	“... IT systems for certain function from those used on ...”	“... IT systems for certain functions from those used on ...”	Typographical error
1-323	Clements V.S., ¶ 15	“... seamless transition for use by additional portions the CP/KCS ...”	“... seamless transition for use by additional portions of the CP/KCS ...”	Omission

Page Number	Application Component	Original	Corrected	Type of Error
1-324	Clements V.S., ¶ 18	“During the second and third years following approval of the transactions shipment functions will be moved in to centralized CPKC systems.”	“During the second and third years following approval of the Transaction , shipment functions will be moved into centralized CPKC systems.”	Typographical error
1-329	Clements V.S., ¶ 36	“... we will approach that task will the same attention ...”	“... we will approach that task with the same attention ...”	Typographical error
1-342	Vargas V.S., ¶ 11	“... consultations with senior functional areas were complete ...”	“... consultations with functional areas were complete ...”	Typographical error
1-344	Vargas V.S., ¶ 18	“These saving will be achieved through consolidating ...”	“These savings will be achieved through consolidating ...”	Typographical error
1-348	Vargas V.S., ¶ 30	“... can be found in CP’s Form F-4 and is summarized in ...”	“... can be found in CP’s Form F-4 and are summarized in ...”	Typographical error
1-385	Rolstad V.S., ¶ 4	“... combination of CP and KCS under CP control (the “Transaction”)”	“... combination of CP and KCS under CP control (the “Transaction”).” [period missing]	Typographical error
1-390	Rolstad V.S., ¶ 16	“... administrative functions in the CPKC’s organization.”	“... administrative functions in the CPKC organization.”	Typographical error
1-405	Baranowski V.S., ¶ 3	“... I develop an Uniform Rail Costing System...”	“... I develop a Uniform Rail Costing System...”	Typographical error

Page Number	Application Component	Original	Corrected	Type of Error
1-422	Baranowski V.S., Table 12	N/A	Internal border missing in Table 12	Formatting error Replacement page 1-422 is provided.
1-440	De Bruyn V.S., ¶ 9	“... hold approximately 28% percent of CPRL ...”	“... hold approximately 28 percent of CPRL ...”	Typographical error
1-448	De Bruyn V.S., ¶ 28	“... CP Board of Directors with its written opinion ...”	“... CP Board of Directors its written opinion ...”	Typographical error
1-514	Baronoff V.S.	“...scope of the review undertaken BofA Securities...”	“...scope of the review undertaken by BofA Securities...”	Typographical error
1-535	Healy V.S.	“... scope of the review undertaken Morgan Stanley...”	“...scope of the review undertaken by Morgan Stanley...”	Typographical error
2-112	Brown/Zebrowski V.S., Cover Sheet	“Nathan S. Zebrowski”	“Nathaniel S. Zebrowski”	Typographical error
2-128	Brown/Zebrowski V.S., Table 3	31,021	41,021	Typographical error Replacement page 2-128 is provided.
2-130	Brown/Zebrowski V.S., Table 4	83,303	75,664	Typographical error Replacement page 2-130 is provided.
2-183	Brown/Zebrowski V.S., ¶ 16	“...involving another carrier, which CP or KCS would participate...”	“...involving another carrier, in which CP or KCS would participate...”	Typographical error
2-205	Mutén V.S., ¶ 3	“IHS then then merged with Markit...”	“IHS then merged with Markit...”	Typographical error

Page Number	Application Component	Original	Corrected	Type of Error
2-215	Mutén V.S., ¶ 32	“...is employed as am additional check against flow patterns ...”	“...is employed as an additional check against flow patterns ...”	Typographical error
2-218	Mutén V.S., ¶ 41	“... Memphis-Atlanta rebill flow, whils BNSF includes the whole ...”	“... Memphis-Atlanta rebill flow, while BNSF includes the whole ...”	Typographical error
2-220	Mutén V.S., ¶ 3	“... were allocated to CN points using Transearch data”	“... were allocated to CN points using Transearch data.” [period missing]	Typographical error
2-245	Becker V.S., ¶ 12	“... more than 750 of those new jobs in the United States”	“... more than 800 of those new jobs in the United States”	Correction Replacement page 2-245 is provided.
2-247	Becker V.S., Figure 1	N/A	Figure 1 omitted two locations in Consolidated Territory: Chillicothe, MO and Liberty MO.	Correction Replacement page 2-247 is provided.
2-248	Becker V.S., ¶ 18	“A total of 74 union-represented DM&E employees ...”	“A total of 100 union-represented DM&E employees ...”	Correction Replacement page 2-248 is provided.
2-248	Becker V.S., Table 3	N/A	Table 3 inadvertently omitted employees at two locations in Consolidated Territory (Chillicothe, MO and Liberty, MO).	Correction Replacement page 2-248 is provided.
2-294	Operating Plan, ¶ 105	“Examples are intermodal train “I-DALR,” form Wylie to Laredo ...”	“Examples are intermodal train I-DALR,” from Wylie to Laredo ...”	Typographical error

Page Number	Application Component	Original	Corrected	Type of Error
2-306	Operating Plan, ¶ 135	“... with other carriers across Chicago terminal area.”	“... with other carriers across the Chicago terminal area.”	Typographical error
2-308	Operating Plan, ¶ 141	“... network as a whole form the standpoint of traffic mix.”	“... network as a whole from the standpoint of traffic mix.”	Typographical error
2-351 to -357	Labor Impact Exhibit	N/A	Exhibit mis-identified certain U.S. job locations as being in Canada.	Correction Replacement pages 2-351 to 2-357 are provided.
2-352	Labor Impact Exhibit	N/A	Number of CP (Soo Line) dispatchers at Minneapolis incorrectly listed as 37 instead of 35.	Correction Replacement page 2-352 is provided.
2-407 to -411	Operating Plan, App. C	“APPENDIX C: BASE KCS/KCSM TRAIN SERVICE”	“APPENDIX C: BASE KCSR /KCSM TRAIN SERVICE”	Typographical error

CORRECTED PAGES

with more than 800 of those new jobs in the United States. The specific impacts are addressed in the Labor Impact Statement (Operating Plan Exhibit A) and the Verified Statements of Myron W. Becker (for union-represented employees) and Chad Rolstad (for non-agreement employees), which are contained in Volumes 1 and 2 of this Application.

As explained in the Becker and Rolstad Verified Statements, Applicants anticipate that the Transaction would be subject to the employee protective conditions adopted in *New York Dock – Control – Brooklyn Eastern District Terminal*, 360 I.C.C. 60 (1979). In addition, Applicants will honor the obligations established in the so-called “cramdown” agreements reached in 2000 and 2001 with certain labor organizations that represent certain classes of employees of CP and KCS.

Applicants have not yet entered into implementing agreements relating to the Transaction with unions representing CP and KCS employees. Many of the labor organizations representing CP and KCS employees have expressed support for the Transaction, and CP looks forward to working with all of the organizations that represent CP’s and KCS’s U.S. employees to establish a mutually agreeable framework applicable to the combined CP/KCS network.

EFFECT OF INCLUSION OF OTHER RAILROADS
[SECTION 1180.6(a)(2)(vi)]

Applicants do not contemplate the inclusion of other railroads in the Transaction. The Transaction will not cause the loss of any essential rail service, and the inclusion of other rail carriers would interfere with the benefits of the Transaction, contrary to the public interest. *See* Section 1180.7 (Exhibit 12) “Market Impact Analysis,” below.

42. In addition, I made certain modifications to URCS unit costs to include only those line items that will be affected by the incremental diverted shipments. For example, I excluded costs associated with maintenance of way administration, but included those costs related to rail wear and tear resulting from the diverted shipments. My adjustments to each of the URCS cost components are described in detail in the following sections.

1. Gross Ton-Mile

43. Gross ton mile costs in URCS include allocations of running track costs and road operations. Running track costs include maintenance of way, maintenance of way administration, joint facility costs and other costs related to operating and maintaining the right of way. Road operations costs include items such as locomotive repair and servicing, repair and servicing facilities, locomotive administration and fuel costs. To further describe my methodology, I set forth in Table 12 the line items from the URCS gross ton mile costs that I attributed to the diverted traffic shipments.

**TABLE 12
GROSS TON-MILE LINE ITEM COSTS INCLUDED**

Category	Line Item
Running Track	Ties
	Rails & OTM
	Ballast
Road Operations	Diesel Road Locomotive Repairs
	Locomotive Fuel
	Locomotive Servicing

2. Locomotive Unit Mile

44. Locomotive unit mile costs in URCS include allocations of road operations costs, exactly as defined in the previous section. I describe in Table 13 the line items from the URCS gross ton mile costs that I attributed to the diverted traffic shipments.

25. Table 3 below summarizes total 2019 traffic movements initially identified in our screening process as potential diversion opportunities by commodity group.⁸

TABLE 3⁹
SUMMARY OF POTENTIALLY DIVERTIBLE MOVEMENTS
IDENTIFIED IN SCREENING PROCESS

Commodity Group	2019 Movements Potentially Divertible to CP/KCS (Carloads / Units)		
	Interline to Single-Line Movements (Extended Haul Traffic)	New Single-Line Movements	Total
Automotive	74,345	62,877	137,222
Coal	222	1,240	1,462
Energy, chemicals and plastics	34,643	41,021	75,664
Fertilizer and sulphur	1,013	3,746	4,759
Forest Products	10,883	10,109	20,992
Grain	2,1781	24,110	45,891
Intermodal	223,928	571,133	795,061
Metals, minerals and consumer products	13,395	31,323	44,718
Potash	1,073	822	1,895
Total	381,283	746,380	1,127,663

B. Grouping Potential Diversion Opportunities for Further Analysis

26. We next grouped individual lanes identified in the screening model as potentially divertible into broader groupings of commodity-specific regional traffic flows. Since the initial results consisted of over 4,000 individual lanes, we sought to identify a smaller number of distinct groupings of traffic representing potential diversion opportunities to facilitate review in consultation with knowledgeable Applicant personnel. Overall we assigned approximately 69

⁸ We defined commodity groups using the same line of business categories used by CP internally.

⁹ Source: Brown/Zebrowski Workpaper “Rail to Rail Diversion Summary.xlsx,” tab “Tables.”

TABLE 4¹²
SUMMARY OF EVALUATING POTENTIALLY DIVERTIBLE MOVEMENTS TO IDENTIFY
TRAFFIC GROUPS PRESENTING NEAR-TERM DIVERSION OPPORTUNITIES

	Total 2019 Potentially Divertible Movements	Portion Assigned to Traffic Groups For Further Review	Traffic Groups Presenting Near-Term Diversion Opportunities
Automotive	137,222	90,183	72,915
Coal	1,462	-	-
Energy, chemicals and plastics	75,664	48,595	37,534
Fertilizer and sulphur	4,759	2,434	6
Forest Products	20,992	10,631	6,277
Grain	45,891	19,374	9,219
Intermodal	795,061	566,859	434,973
Metals, minerals and cons. prod.	44,718	26,773	12,497
Potash	1,895	1,346	-
Total	1,127,663	766,194	573,421

28. For those traffic groups presenting potential diversion opportunities, we developed mileage estimates using PC Miler for the CP/KCS route and the shortest available route and removed any lanes where the CP/KCS route was more than 500 miles or 50% longer than the shortest available route. Table 5 below shows the effect of applying this filter.

traffic at Counce, TN (just east of Memphis) and CPRS can terminate traffic in Chicago, there is no realistic, non-circuitous CP/KCS route between these two locations. Second, AAR's Central Station Master ("CSM") data used to identify whether CP or KCS has access at origin or destination occasionally does not reflect all limitations on access or operating rights relevant to the potential for traffic diversion. For example, although the CSM lists CP as having access to NS's intermodal facility in Bethlehem, PA, this is an NS-owned facility that CP does not serve independently from NS. As another example, KCS does not currently have rights to move traffic over UP trackage between Houston and Beaumont unless that traffic has had a prior or subsequent haul on the Tex Mex Laredo-Robstown/Corpus Christi line or is moving to/from shipper facilities on KCS's "Wharton Line" between Rosenberg and Victoria, TX. As a result, our analysis excluded movements between Houston and CP territory from potential diversion. In addition, we removed certain traffic from consideration in our diversion analysis because it consisted of low volume flows of geographically dispersed traffic that we deemed de minimis for purpose of this study.

¹² See Brown/Zebrowski Workpaper "Rail to Rail Diversion Summary.xlsx," tab "Tables."

TABLE 2
KCSR REPRESENTED EMPLOYEES

Railway Property Where Employees Are Based	States Operated In	Number of Union- Represented Employees
KCSR	Alabama, Arkansas, Illinois, Kansas, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee, and Texas	1,923
Tex Mex	Texas	325
GWER	Illinois	0

11. Many of KCSR’s union-represented employees work under collective bargaining agreements with KCSR predecessors, as follows:

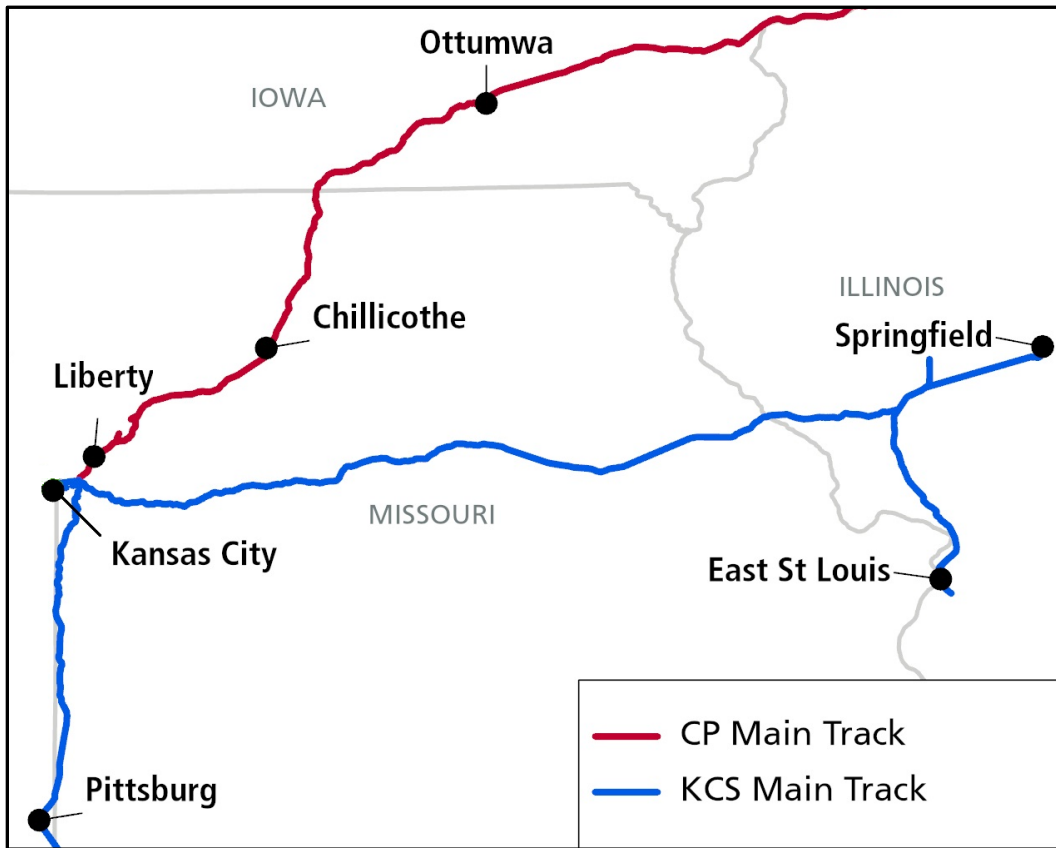
- 88 KCSR employees in the states of Illinois and Missouri work under agreements originally entered into with the former Gateway Western Railway Company;
- 75 KCSR employees in the states of Arkansas and Louisiana work under agreements originally entered into with the former Louisiana and Arkansas Railway; and
- 428 KCSR employees in the states of Alabama, Louisiana, Mississippi, Tennessee, and Texas work under agreements originally entered into with the MidSouth Rail Corporation.

IV. EFFECT OF THE PROPOSED TRANSACTION ON CP AND KCSR EMPLOYEES

12. The CP/KCS transaction will drive growth in employment across the entirety of the combined CP/KCS system. We anticipate adding over 1,000 union-represented operating positions across the CP/KCS North American system to accommodate the traffic growth we expect the Transaction will generate – with more than 800 of those new jobs in the United States.

13. CP expects that implementation of the Transaction will affect limited numbers of employees by replacing the existing CP/KCS interchange at Kansas City with new CP/KCS single-line services involving relocated crew change locations, deeper blocking, and a de-

FIGURE 1
CONSOLIDATED TERRITORY MAP



15. Second, the Transaction will also affect the personnel performing train dispatching, clerical work, and crew management on the U.S. portion of CP's system, who work at CP's U.S. headquarters in Minneapolis and are employed by Soo Line. Those functions will be relocated to Kansas City and integrated with comparable functions performed by KCSR employees at KCS's Kansas City headquarters.

16. The operations of CP's other two U.S. rail carriers (D&H and CMQ) and of KCS's Tex Mex subsidiary are not contiguous to the Consolidated Territory. As explained in the Operating Plan, there will not be any Transaction-related operational changes that adversely affect any of those employees.

17. I address below the implications of the Transaction for each category of represented employee whose job relates to the Consolidated Territory.

A. Effect of The Proposed Transaction on Employees of CP's U.S. Rail Carriers

1. DM&E Employees

18. A total of 100 DM&E union-represented employees work in the Consolidated Territory, represented by three different unions, at the locations and in the crafts shown in Table 3 below:

**TABLE 3
POTENTIALLY AFFECTED DM&E
EMPLOYEES IN CONSOLIDATED TERRITORY**

Location	<u>BLET</u> Locomotive Engineers, Conductors, & Trainmen	<u>BMWED</u> Engineering & Track Maintenance	<u>BRS</u> Signal Maintainer & Signal Technician	Grand Total
Kansas City	18	0	0	18
Joint Agency	16	0	0	16
Liberty, MO	0	4	3	7
Chillicothe, MO	0	15	4	19
Ottumwa, IA	32	6	2	40
Total	66	25	9	100

19. CP anticipates that none of these employees will be adversely affected by the Transaction. As set forth in the Operating Plan and Labor Impact Exhibit, CP anticipates that the impact of the Transaction on DM&E's union-represented employees will be positive. Traffic on the CP/KCS system between Kansas City and Ottumwa will grow and will continue to be handled by DM&E train and engine service employees. Specifically, the Operating Plan projects increases in traffic volume over the three-year period following CP's assumption of control that will benefit DM&E employees both within and outside the Consolidated Territory. See Operating Plan (Exhibit 13), Labor Impact Exhibit; Traffic Density Charts (Exhibit 14).

REDACTED PUBLIC RECORD VERSION

Railroad	Location	ST	Entry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
CP*	Chicago	IL	USA	Car Mechanical	0	0	2	N/A	1
CP*	Chicago	IL	USA	Car Mechanical	0	0	2	N/A	2
CP*	Chicago	IL	USA	Car Mechanical	0	0	4	N/A	3
CP*	Minnesota	MN	USA	Car Mechanical	0	0	3	N/A	1
CP*	Minnesota	MN	USA	Car Mechanical	0	0	2	N/A	2
CP*	North Dakota	ND	USA	Car Mechanical	0	0	2	N/A	1
CP*	North Dakota	ND	USA	Car Mechanical	0	0	1	N/A	2
CP*	Quad Cities	IA	USA	Car Mechanical	0	0	5	N/A	1
CP*	Quad Cities	IA	USA	Car Mechanical	0	0	6	N/A	2
CP*	Quad Cities	IA	USA	Car Mechanical	0	0	12	N/A	3
CP*	St. Paul	MN	USA	Car Mechanical	0	0	2	N/A	1
CP*	St. Paul	MN	USA	Car Mechanical	0	0	1	N/A	2
CP*	Wisconsin	WI	USA	Car Mechanical	0	0	2	N/A	1
CP*	Wisconsin	WI	USA	Car Mechanical	0	0	1	N/A	2
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

REDACTED PUBLIC RECORD VERSION

Railroad	Location	ST	Entry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
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
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	35	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

REDACTED PUBLIC RECORD VERSION

Railroad	Location	ST	Entry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
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*	Otumwa	IA	USA	Trainmen	0	0	12	N/A	1
CP*	Otumwa	IA	USA	Trainmen	0	0	4	N/A	2
CP*	Otumwa	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
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
KCS	Beaumont-Laredo	TX	USA	Car Mechanical	0	0	3	N/A	1
KCS	Beaumont-Laredo	TX	USA	Car Mechanical	0	0	4	N/A	2
KCS	Beaumont-Laredo	TX	USA	Car Mechanical	0	0	5	N/A	3
KCS	Kansas City Joint Agency	MO	USA	Car Mechanical	0	0	0	N/A	1
KCS	KC-East	MO/IL	USA	Car Mechanical	0	0	0	N/A	1
KCS	KC-East	MO/IL	USA	Car Mechanical	0	0	0	N/A	2
KCS	KC-East	MO/IL	USA	Car Mechanical	0	0	0	N/A	3
KCS	KC-Shreveport	MO/LA	USA	Car Mechanical	0	0	6	N/A	1
KCS	KC-Shreveport	MO/LA	USA	Car Mechanical	0	0	12	N/A	2
KCS	KC-Shreveport	MO/LA	USA	Car Mechanical	0	0	18	N/A	3
KCS	Shreveport-Alliance	LA/TX	USA	Car Mechanical	0	0	1	N/A	1
KCS	Shreveport-Alliance	LA/TX	USA	Car Mechanical	0	0	1	N/A	2
KCS	Shreveport-Alliance	LA/TX	USA	Car Mechanical	0	0	1	N/A	3
KCS	Shreveport-Beaumont	LA/TX	USA	Car Mechanical	0	0	2	N/A	1
KCS	Shreveport-Beaumont	LA/TX	USA	Car Mechanical	0	0	4	N/A	2
KCS	Shreveport-Beaumont	LA/TX	USA	Car Mechanical	0	0	6	N/A	3
KCS	Shreveport-East	LA/MS	USA	Car Mechanical	0	0	0	N/A	1
KCS	Shreveport-East	LA/MS	USA	Car Mechanical	0	0	1	N/A	2
KCS	Shreveport-East	LA/MS	USA	Car Mechanical	0	0	1	N/A	3
KCS	Kansas City General Office	MO	USA	Clerical	0	0	0	N/A	1
KCS	Kansas City Joint Agency	MO	USA	Communications Worker	0	0	0	N/A	1
KCS	Shreveport	LA	USA	Communications Worker	0	0	0	N/A	1
KCS	Beaumont-Laredo	TX	USA	Engineers	0	0	12	N/A	1
KCS	Beaumont-Laredo	TX	USA	Engineers	0	0	12	N/A	2
KCS	Beaumont-Laredo	TX	USA	Engineers	0	0	12	N/A	3
KCS	KC-Shreveport	MO/LA	USA	Engineers	0	0	26	N/A	1
KCS	KC-Shreveport	MO/LA	USA	Engineers	0	0	26	N/A	2
KCS	KC-Shreveport	MO/LA	USA	Engineers	0	0	28	N/A	3
KCS	Shreveport-Alliance	LA/TX	USA	Engineers	0	0	3	N/A	1
KCS	Shreveport-Alliance	LA/TX	USA	Engineers	0	0	3	N/A	2
KCS	Shreveport-Beaumont	LA/TX	USA	Engineers	0	0	4	N/A	3
KCS	Shreveport-Beaumont	LA/TX	USA	Engineers	0	0	6	N/A	1
KCS	Shreveport-Beaumont	LA/TX	USA	Engineers	0	0	6	N/A	2

REDACTED PUBLIC RECORD VERSION

Railroad	Location	ST	Entry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
KCS	Shreveport-Beaumont	LA/TX	USA	Engineers	0	0	8	N/A	3
KCS	Shreveport-East	LA/MS	USA	Engineers	0	0	4	N/A	1
KCS	Shreveport-East	LA/MS	USA	Engineers	0	0	4	N/A	2
KCS	Shreveport-East	LA/MS	USA	Engineers	0	0	4	N/A	3
KCS	Shreveport	LA	USA	Locomotive Mechanics	0	0	10	N/A	1
KCS	Shreveport	LA	USA	Locomotive Mechanics	0	0	10	N/A	2
KCS	Beaumont Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	2
KCS	Beaumont Subdivision	TX	USA	Track Maintainers	0	0	3	N/A	3
KCS	Greenville Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	2
KCS	Greenville Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	3
KCS	Heavener Subdivision	MO	USA	Track Maintainers	0	0	2	N/A	2
KCS	Heavener Subdivision	MO	USA	Track Maintainers	0	0	3	N/A	3
KCS	Laredo Subdivision	TX	USA	Track Maintainers	0	0	1	N/A	2
KCS	Laredo Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	3
KCS	Meridian Subdivision	MS	USA	Track Maintainers	0	0	1	N/A	2
KCS	Meridian Subdivision	MS	USA	Track Maintainers	0	0	2	N/A	3
KCS	Pittsburg Subdivision	MO	USA	Track Maintainers	0	0	1	N/A	2
KCS	Pittsburg Subdivision	MO	USA	Track Maintainers	0	0	2	N/A	3
KCS	Rosenberg Subdivision	TX	USA	Track Maintainers	0	0	2	N/A	3
KCS	Shreveport Subdivision	LA	USA	Track Maintainers	0	0	4	N/A	3
KCS	Shreveport Terminal	LA	USA	Track Maintainers	0	0	1	N/A	3
KCS	Vicksburg Subdivision	MS	USA	Track Maintainers	0	0	3	N/A	3
KCS	Beaumont-Laredo	TX	USA	Trainmen	0	0	10	N/A	1
KCS	Beaumont-Laredo	TX	USA	Trainmen	0	0	10	N/A	2
KCS	Beaumont-Laredo	TX	USA	Trainmen	0	0	12	N/A	3
KCS	KC-Shreveport	MO/LA	USA	Trainmen	0	0	23	N/A	1
KCS	KC-Shreveport	MO/LA	USA	Trainmen	0	0	24	N/A	2
KCS	KC-Shreveport	MO/LA	USA	Trainmen	0	0	24	N/A	3
KCS	Shreveport-Alliance	LA/TX	USA	Trainmen	0	0	2	N/A	1
KCS	Shreveport-Alliance	LA/TX	USA	Trainmen	0	0	2	N/A	2
KCS	Shreveport-Alliance	LA/TX	USA	Trainmen	0	0	4	N/A	3
KCS	Shreveport-Beaumont	LA/TX	USA	Trainmen	0	0	5	N/A	1
KCS	Shreveport-Beaumont	LA/TX	USA	Trainmen	0	0	5	N/A	2
KCS	Shreveport-Beaumont	LA/TX	USA	Trainmen	0	0	7	N/A	3
KCS	Shreveport-East	LA/MS	USA	Trainmen	0	0	2	N/A	1
KCS	Shreveport-East	LA/MS	USA	Trainmen	0	0	2	N/A	2
KCS	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

REDACTED PUBLIC RECORD VERSION

Railroad	Location	ST	Entry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
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
KCSM	Monterrey-Matamoros	Mexico	Mexico	Engineers	0	0	1	N/A	1
KCSM	Monterrey-Matamoros	Mexico	Mexico	Engineers	0	0	1	N/A	2
KCSM	Monterrey-Matamoros	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	Caltozontzin 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-Matamoros	Mexico	Mexico	Trainmen	0	0	1	N/A	1
KCSM	Monterrey-Matamoros	Mexico	Mexico	Trainmen	0	0	2	N/A	2
KCSM	Monterrey-Matamoros	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

REDACTED PUBLIC RECORD VERSION

Railroad	Location	ST	Entry	Job Classification	Jobs Transferred	Jobs Abolished	Jobs Created	Transferred to	Year
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
CP	Calgary	AB	Canada	Car Mechanical	0	0	1	N/A	2
CP	Kootenay	BC	Canada	Car Mechanical	0	0	1	N/A	3
CP	Mountain	BC	Canada	Car Mechanical	0	0	1	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	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	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

REDACTED PUBLIC RECORD VERSION

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