

BEFORE THE
SURFACE TRANSPORTATION BOARD

304153

FINANCE DOCKET NO. 36500

ENTERED
Office of Proceedings
March 21, 2022
Part of
Public Record

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

APPLICANTS' RESPONSE TO DECISION NO. 16

Applicants¹ submit this response in Finance Docket No. 36500 and all sub-dockets to the Board's request in Decision No. 16 that Applicants address what the Board describes as an "apparent inconsistency" between the 2019 density figures set forth in Exhibit 14 to the Application and the "Base" density data set forth in the "Master Segment Table" submitted to the Board's Office of Environmental Analysis on October 28, 2021, and publicly available as part of the Board's environmental materials.² The Board has asked Applicants to explain the apparent inconsistency and indicate which "2019 baseline data should be used in analyzing the environmental and transportation aspects of the Transaction, and the reasons why that data should be used." Decision No. 16 at 3.

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").

² See Finance Docket No. 36500, EI-31353 (Oct. 28, 2021).

Applicants address each of the Board’s requests below. The content of this response is verified by Raymond A. Elphick, CP’s Assistant Vice President Service and Product Design, and Michael Walczak, KCS’s Vice President Network Operations.

I. WHICH BASELINE 2019 DATA SHOULD BE USED?

1. As Applicants explained in their January 28 submission (CP-37/KCS-24), all comparisons between pre-Transaction (base year 2019) traffic levels and post-Transaction traffic levels should begin with the 2019 “Base” data reflected both in the Master Segment Table provided to OEA and in the workpapers that accompanied the Application (hereinafter the “Operating Plan Base Densities”),³ and *not* the 2019 density data set forth in Exhibit 14 to the

³ The “Base” densities set forth in the Master Segment Table were the same as those in Applicants’ Operating Plan workpapers, which were provided to the Board and interested parties. Specifically, the “Base” density figures are set forth in the column entitled “MGT Base” (Column BH) in the following workpaper: “2.1.1.9.4 – FD36500 – Work Paper – HC – Trains Per Day and Gross Ton Miles. 2021.10.22 – Working Copy with Haz Breakdown.xlsx” (hereinafter the “Density Data Workpaper”). Applicants’ January 28 submission cited this workpaper, as did Applicants’ responses to discovery requests inquiring about density figures. For example, Applicants’ November 23, 2021 response to Union Pacific’s Request No. 123 explained:

“Subject to and without waiving the General Objections and the specific objections set forth above, Applicants respond that Applicants do not “project that KCSM’s line between Monterrey and Nuevo Laredo will carry fewer gross tons per mile of road in Year 3 post merger than in 2019.” As shown in the workpapers accompanying the Operating Plan, previously provided to UP, in the spreadsheet titled “Trains Per Day, Gross Ton Miles, Train Miles and Train Weights - 2021.10.21.xlsx.” [t]he KCSM line between Monterrey and Nuevo Laredo is the “Saltillo Subdivision,” data for which is in row 387. Gross ton miles (“GTMs”) are reported in columns AN (base) and AT (year 3). Average GTMs per mile of track are reported in columns BH (base) and BK (year 3). The changes described in these columns indicate an increase in GTMs per mile of 14.5 percent from the base to year 3. The methodology for these figures is also described in the Operating Plan workpapers, in the file titled: “Gross Ton Miles, Train Miles, Train Weights and MGT – Methodology.docx.”

“The referenced 2019 density chart in Exhibit 14 (Application Vol. 2 at 2-515) reflected KCSM’s density data as prepared in the ordinary course of KCS’s business and is not directly comparable to data for Year 3 Post-Transaction as a result of methodological differences. Of greatest significance, KCSM gross tons per-mile data for 2019 totals all tons that touch the Subdivision (regardless of distance travelled), whereas other GTM per-mile figures (*e.g.*, those reported on the Year 3 density Map) average the gross tons on each mile of the Subdivision.”

Application (hereinafter the “Exhibit 14 2019 Densities”). Applicants regret that the Application did not state this more clearly.

2. Applicants are providing in Appendix A hereto, as a supplement to Exhibit 14, a set of density tables and maps that reflect the Operating Plan Base Densities.

3. For the convenience of the Board, Applicants are also providing as Appendix B a table that summarizes the pertinent segment-level density data previously provided to the Board in a manner that facilitates an apples-to-apples assessment of Transaction-related impacts.

Appendix B shows, for each segment in the Master Segment Table:⁴

- (a) in Column (1), the 2019 Operating Plan Base Density (as previously reported in the Master Segment Table and the Density Data Workpaper);
- (b) in Column (2), the incremental “organic” growth in traffic density Applicants anticipate *independent of the Transaction* (also as previously reported in the Master Segment Table through Year 5,⁵ and the Density Data Workpaper through Year 3);
- (c) in Column (3), the incremental change in traffic densities Applicants anticipate from the Transaction (as previously reported in the Master Segment Table as “Merger Related Growth” and in the Density Data Workpaper as the difference between “MGT Base” and “MGT Syn Y3”);

⁴ The Appendix B tables report densities for the segments reported in the Master Segment Table, 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. In addition, densities for two segments were adjusted to match densities for adjacent segments that more accurately reflected actual traffic flows.

⁵ In accord with the instructions of the Board’s OEA, the Master Segment reported densities as of Year 5 (labeled as 2027) with and without the Transaction.

- (d) in Column (4), the Year 3 density reflecting both organic and Transaction-related traffic growth (as previously shown in the Exhibit 14 Year 3 density tables and maps and in the Density Data Workpaper as “MGT All Y3”);
- (e) in Column (5), the additional incremental organic growth in traffic Applicants anticipate between Year 3 and Year 5 independent of the Transaction; and
- (f) in Column (6), the Year 5 density reflecting both organic and Transaction-related traffic growth (as previously shown in the Master Segment Table as “2027 With Merger”).

4. As we explain below, the appropriate density information for use in assessing the transportation and environmental impacts of the Transaction is that set forth in item (c) above (Appendix B Column (3)), as those figures reflect the Transaction-related changes in density and only those changes.

II. EXPLANATION FOR DIFFERENCES IN 2019 BASELINE DATA

5. Applicants provide the following further explanation for the differences between Exhibit 14 2019 Densities shown in the tables and maps in Exhibit 14 and the Operating Plan Base Densities shown in the Master Segment Table and Density Data Workpaper.

The Exhibit 14 2019 Density Data.

6. The density figures reflected in the Exhibit 14 2019 density maps and charts 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, Applicants appropriately included them in Exhibit 14 of the Application. *See* 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.

Master Segment Table Density Data.

7. The “Base” density figures set forth in the Master Segment Table (again, the “Operating Plan Base Densities”) 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 the Master Segment Table as “Merger Related Growth.”⁶

8. To develop the Operating Plan, Applicants 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 a comprehensive Operating Plan to integrate the two networks and accommodate the expected traffic changes. As explained in the Operating Plan (Exhibit 13, at ¶¶ 65-71, Vol. 2 at 2-279 to -282), Applicants 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 calculation of the system-level and segment-level traffic densities associated with the Base Plan. These segment-level densities were reported in the Operating Plan workpapers (specifically,

⁶ The same figures are reflected in the Density Data Workpaper as the difference between Column BI (“MGT Syn Y3”) and Column BH (“MGT Base”). See Appendix B.

Column BH of the Density Data Workpaper) as well as the “Base” column of the Master Segment Table.

9. With a Base Operating Plan in place, Applicants 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 plus the “organic” growth anticipated independent of the Transaction, resulting in what Applicants’ Operating Plan refers to as the “Growth Plan.” *See* Application, Exhibit 13 at ¶¶ 81-85 (Vol. 2 at 2-285 to -287).⁷ 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 (including organic growth traffic). These segment-level densities were reported in Operating Plan workpapers (specifically, Column BK of the Density Data Workpaper) and also in the Exhibit 14 “Year 3” density tables and maps accompanying the Application, and for convenience we refer to them as the “Operating Plan Year 3 Densities”).

10. The Master Segment Table and Operating Plan workpapers also isolated the changes in densities resulting solely from the changes in traffic and operations associated with the Transaction (*i.e.*, excluding organic traffic growth). In the Master Segment Table, this impact was reported in the column labeled “Merger Related Growth.”⁸ The Operating Plan workpapers show this impact as the difference between the Operating Plan Base Densities and

⁷ As noted in the Operating Plan, all analyses of Transaction-related effects considered only the traffic growth that would occur as a result of the Transaction, not organic growth. Application, Exhibit 13, ¶ 85 n.5 (Vol. 2 at 2-287).

⁸ The Year 5 (or “2027”) densities “without” the Transaction (“2027 No Merger”) add organic traffic growth (*i.e.*, growth independent of the Transaction) to the Operating Plan Base densities, and the Year 5 densities “with” the Transaction (“2027 With Merger”) layer in the Transaction-related growth. The difference between “2027 With Merger” and “2027 No Merger” is thus the Transaction-related growth reported in the column “Merger Related Growth.”

the Year 3 densities calculated without including organic growth (specifically, the difference between Density Data Workpaper Column BI (“MGT Syn Y3”) and Column BH (“MGT Base”)).

11. As the Board has observed (and as Applicants pointed out in January), there are differences at the segment level between the 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:

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

13. 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 density figures for many segments.

14. Third, KCS’s 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 2019 Exhibit 14 Densities and the Operating Plan Year 3 Densities. For example, on KCS’s “Meridian Speedway” route between Shreveport, AR, 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 make it appear (incorrectly) that, even taking into account organic growth, Year 3 densities will be 3% lower on the former and 80% higher on the latter, when in fact Applicants anticipate approximately 30% growth in traffic, associated with a combination of organic growth and Transaction-related traffic increases.⁹ Table 1 below compares the proper apples-to-apples view of the Meridian Speedway segments (comparing Operating Plan Base and Year 3 Densities) with the flawed apples-to-oranges view (put forward by Norfolk Southern¹⁰) based on an apples-to-oranges comparison of the Operating Plan Year 3 Densities with the 2019 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 1

Segment	Correct Comparison			Incorrect Comparison		
	Op. Plan Base	Op Plan Year 3	% Change	2019 Exh. 14	Op Plan Year 3 (Exh. 14)	% Change
Shreveport - Sibley	40.51	52.77	30.3%	54.66	52.77	-3.5%
Sibley - Gibsland	38.62	50.34	30.3%	28.66	50.34	75.6%
Gibsland - Monroe	41.25	53.54	29.8%	29.71	53.54	80.2%
Monroe - Vicksburg	34.11	43.70	28.1%	30.01	43.70	45.6%
Vicksburg - Jackson	34.02	42.65	25.4%	34.32	42.65	24.3%
Jackson - Newton	32.00	39.60	23.8%	32.26	39.60	22.7%
Newton - Meridian	27.85	37.04	33.0%	28.54	37.04	29.8%

⁹ Isolating the Transaction-related effect requires examining the “Merger Related Growth” column of the Master Segment Table (or Column BI minus Column BH in the Density Data Workpaper). That data is reproduced in Column (3) of Appendix B. For the segments in Table 1 above, the Transaction-related percentage change in density ranges between 13 and 18 percent.

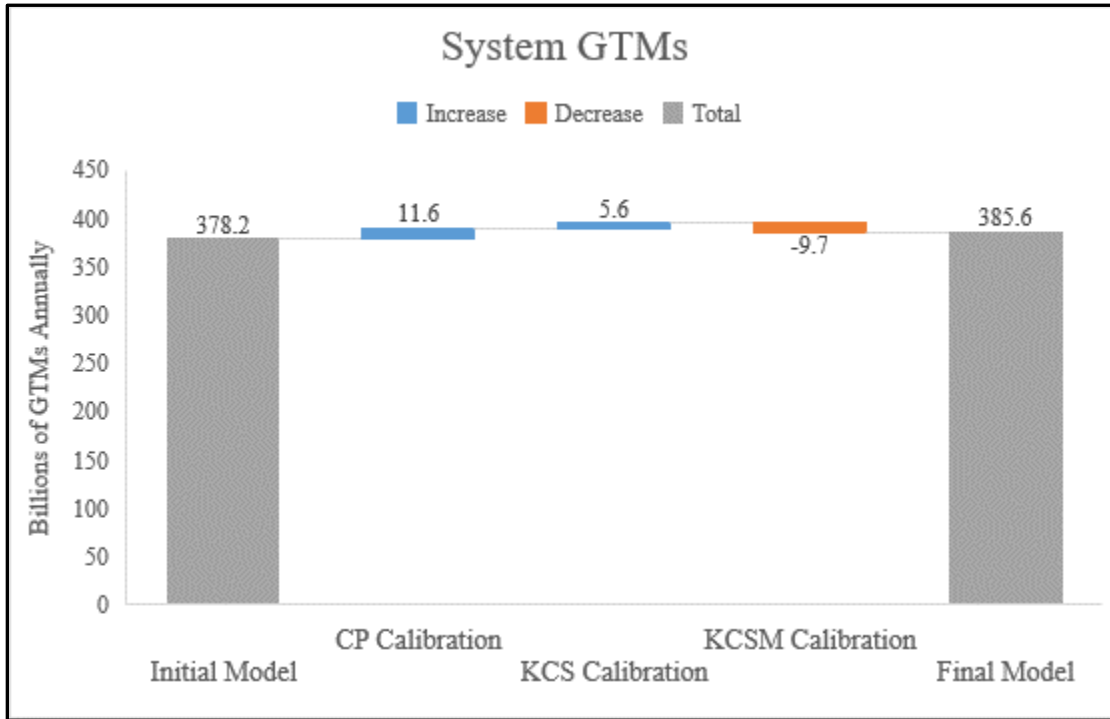
¹⁰ Comments of Norfolk Southern Railway Company and Request for Conditions (NS-9) (filed Feb. 28, 2022) at 21, Exhibit 6.

15. 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 the Application spells out, Applicants built the Base Operating Plan on KCS's early 2021 operational design and a representative "peak" period of traffic data from October 2020. *See* Application, Exhibit 13 at ¶ 75 n.4 (Vol. 2 at 2-283). 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.¹¹

16. In generating base traffic densities, Applicants calibrated the modeled GTMs for CP and KCS/KCSM to the system-wide GTMs actually moved on those railroads in 2019. As shown in Figure 1 below, the Base Operating Plan very accurately reflected the actual GTMs moved in 2019, requiring only very minor calibration.

¹¹ By including these changes in the Base Operating Plan, Applicants' methodology appropriately avoided crediting them as Transaction-related efficiencies.

FIGURE 1
CALIBRATION OF BASE OPERATING PLAN TO MATCH 2019 GTMs



17. As a result, the Operating Plan Base Densities are consistent with the densities reported in the ordinary course by both CP and KCS/KCSM (subject to the methodological issues noted above). As noted, the actual system-level GTMs underlying the 2019 segment densities reported in Exhibit 14 precisely matched the those underlying the Operating Plan Base Densities, as shown in Table 2 below.

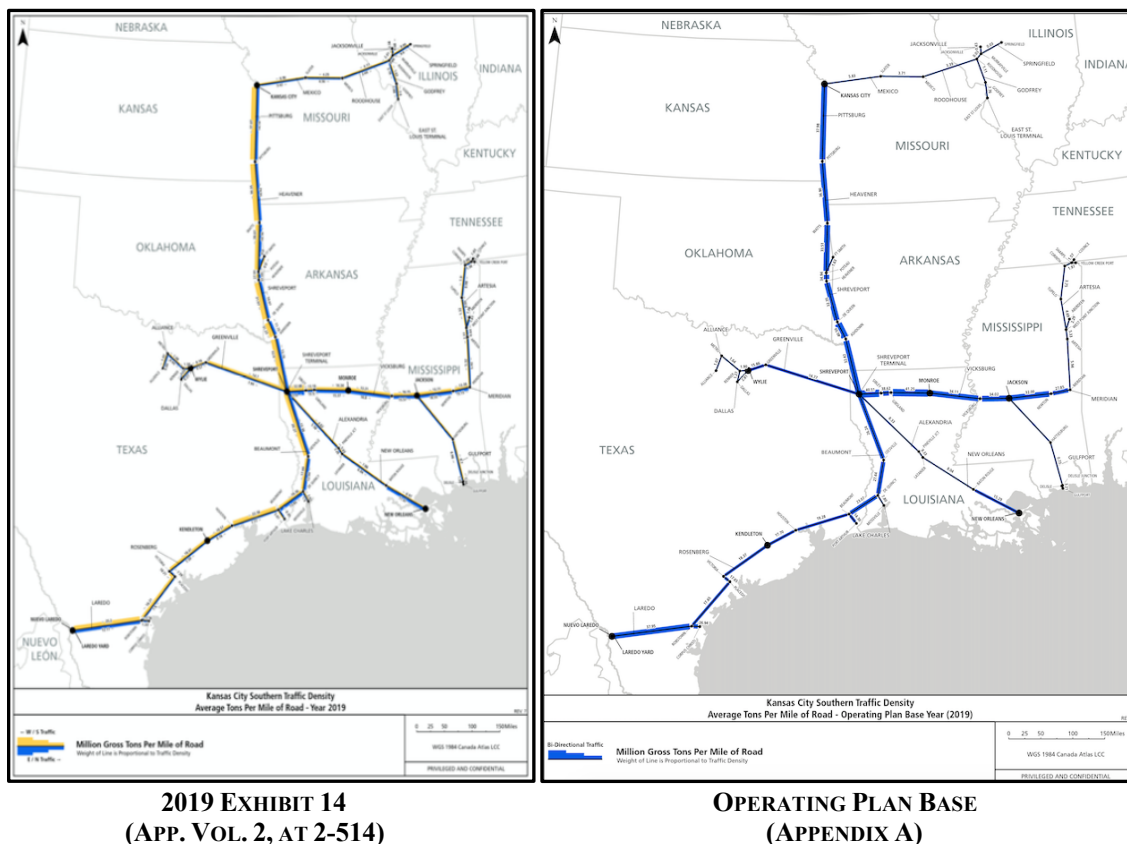
TABLE 2
SYSTEM-WIDE GTMs
(DAILY AVERAGE)

System	2019 Actuals	Operating Plan
CP	769.1M	769.1M
KCS	166.6M	166.6M
KCSM	120.9M	120.9M

18. In addition, segment densities paint the same picture of traffic flows on each of the three pre-Transaction networks, as illustrated in Figure 2 below (showing side-by-side the

Exhibit 14 2019 density map for KCSR and the Appendix A map generated using Operating Plan Base Densities). Both maps reflect the same configuration of denser and less-dense segments.

FIGURE 2
KCS 2019/BASE DENSITY MAPS



III. WHY THE “MASTER SEGMENT TABLE” BASE DENSITY DATA PROVIDE THE APPROPRIATE BASELINE FOR ASSESSING TRANSACTION-RELATED CHANGES

19. As the preceding discussion illustrates, it would be inappropriate to assess Transaction-related changes in traffic density using the 2019 Exhibit 14 data as a starting point. The data in Exhibit 14 were not generated using the same methodology as the Operating Plan Year 3 data and therefore would not support valid comparisons between pre- and post-Transaction traffic densities.¹²

¹² Lest there be any doubt, none of the work supporting the Application was built on the 2019 Exhibit 14 density figures.

20. By contrast, the Operating Plan Base Densities (reported in the Master Segment Table and Density Data Workpaper) were generated using the same methodologies used to develop all other density data, including the Year 3 data reflected in Exhibit 14, the “2027 With Merger” data reported in the Master Segment Table, and – perhaps most importantly – the “Merger Related Growth” densities reported in the Master Segment Table, which accurately and reliably show what will change (and only what will change) as a result of the anticipated effect of implementing the Transaction.

21. 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 (and summarized in Appendix B) therefore provide a reliable basis for assessing the Transaction’s impact on traffic levels for the Board’s environmental and transportation review.

IV. IMPACT ON SCHEDULE

22. In light of the foregoing, there is no need for any party to evaluate any revisions to the data presented with the Application or the Master Segment Table. Applicants accordingly urge the Board to reinstate the procedural schedule promptly upon receipt of any replies (or immediately in the event no such replies are filed).

23. To account for the suspension in the schedule, Applicants propose that the Board adjust by ten days (a) the April 22 date for Responses to Comments and Requests for Conditions, Rebuttal in support of the Application, and Responses to Responsive/Inconsistent Applications (from April 22 to May 2) and (b) the date for Norfolk Southern’s and Canadian National’s

rebuttals in support of their Responsive Applications (from May 23 to June 2). Applicants propose that the July 1 due date for Briefs remain unchanged.

Respectfully submitted,

/s/ William A. Mullins

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Counsel for CP

Attorneys for Applicants

March 21, 2022

VERIFICATION

I, Raymond A. Elphick, Assistant Vice President Service and Product Design for Canadian Pacific Railway Company, declare under penalty of perjury under the laws of the United States that the facts set forth in the foregoing Applicants' Response to Decision No. 16 are true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on this 21 day of March, 2022.

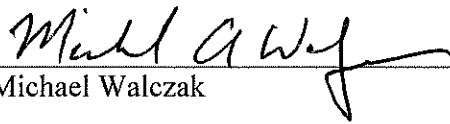


Raymond A. Elphick

VERIFICATION

I, Michael Walczak, Vice President Network Operations for Kansas City Southern, declare under penalty of perjury under the laws of the United States that the facts set forth in the foregoing Applicants' Response to Decision No. 16 are true and correct. Further, I certify that I am qualified and authorized to file this statement.

Executed on this 21 day of March, 2022.


Michael Walczak

CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing Applicants' Response to Decision No. 16 to be served electronically or by first class mail, postage pre-paid, on all parties of record in this proceeding.

/s/ Sonia Gupta

Sonia Gupta

March 21, 2022

APPENDIX A

SUPPLEMENT TO EXHIBIT 14

PRE-TRANSACTION BASELINE SEGMENT DENSITIES

**(FROM OPERATING PLAN WORKPAPER “TRAINS PER DAY AND GROSS TON
MILES. 2021.10.22 – WORKING COPY WITH HAZ BREAKDOWN.XLSX”)**

EXHIBIT 14: TRAFFIC DENSITY
CPR Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	ADIRONDACK	FARNHAM,PQ - DELSON,PQ	4,105
CPR	ADIRONDACK	DELSON,PQ - ST LUC,PQ	10,270
CPR	ADIRONDACK	ST LUC,PQ - OUTREMONT,PQ	4,105
CPR	ALDERSYDE	LETHBRIDGE,AB - ELTHAM,AB	13,546
CPR	ALDERSYDE	ELTHAM,AB - ALDERSYDE,AB	14,048
CPR	ALDERSYDE	ALDERSYDE,AB - 12TH STREET EAST,AB	13,414
CPR	ALDERSYDE - HIGH RIVER SPUR	ALDERSYDE,AB - HIGH RIVER,AB	680
CPR	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	1,644
CPR	BELLE PLAINE	BELLE PLAINE,SK - LEGACY,SK	511
CPR	BELLEVILLE	SMITHS FALLS,ON - OSHAWA,ON	26,119
CPR	BELLEVILLE	OSHAWA,ON - TORONTO YARD,ON	24,541
CPR	BELLEVILLE	TORONTO YARD,ON - AGINCOURT,ON	33,661
CPR	BELLEVILLE	AGINCOURT,ON - LEASIDE,ON	65,916
CPR	BEMIDJI	GULLY,MN - PLUMMER,MN	287
CPR	BNSF TWIN CITIES	HOFFMAN ST PAUL,MN - NORTH TOWN,MN	51,627
CPR	BNSF TWIN CITIES	NORTH TOWN,MN - BOYLSTON,WI	2,078
CPR	BOUNDARY - ROBSON SPUR	CASTLEGAR,BC - WESTLEY,BC	125
CPR	BRECHTER	PRENTISS,AB - JUNE,AB	1,047
CPR	BRECHTER	JUNE,AB - LACOMBE,AB	1,269
CPR	BREDENBURY	MINNEDOSA,MB - BINSARTH,MB	17,345
CPR	BREDENBURY	BINSARTH,MB - BREDENBURY,SK	17,184
CPR	BRETON	LEDUC,AB - SUNNYBROOK,AB	105
CPR	BROADVIEW	BRANDON,MB - KEMNAY,MB	31,089
CPR	BROADVIEW	KEMNAY,MB - VIRDEN,MB	30,928
CPR	BROADVIEW	VIRDEN,MB - WHITEWOOD,SK	31,545
CPR	BROADVIEW	WHITEWOOD,SK - BROADVIEW,SK	31,729
CPR	BROCKVILLE	SMITHS FALLS,ON - BROCKVILLE,ON	269

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	BROOKS	MEDICINE HAT,AB - BASSANO,AB	75,364
CPR	BROOKS	BASSANO,AB - WEST CARSELAND,AB	71,667
CPR	BROOKS	WEST CARSELAND,AB - SHEPARD,AB	77,513
CPR	BROOKS	SHEPARD,AB - ALYTH,AB	88,270
CPR	BROOKS	ALYTH,AB - 12TH STREET EAST,AB	47,056
CPR	BROOKS	12TH STREET EAST,AB - CALGARY,AB	37,759
CPR	C&M	TOWER A2,IL - SHERMER,IL	5,750
CPR	C&M	SHERMER,IL - NORTHBROOK,IL	38,016
CPR	C&M	NORTHBROOK,IL - RONDOUT,IL	36,928
CPR	C&M WEST	RONDOUT,IL - WI/IL C&M,WI	36,130
CPR	C&M WEST	WI/IL C&M,WI - STURTEVANT,WI	36,130
CPR	C&M WEST	STURTEVANT,WI - MILWAUKEE,WI	38,895
CPR	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	10,588
CPR	CANADIAN	CPC 38,NY - WHITEHALL,NY	10,588
CPR	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	10,883
CPR	CANPA	OBICO YARD,ON - CANPA,ON	2,749
CPR	CARBERRY	WINNIPEG,MB - RUGBY,MB	36,301
CPR	CARBERRY	RUGBY,MB - WOODMAN,MB	47,214
CPR	CARBERRY	WOODMAN,MB - PORTAGE LA PRAIRIE,MB	50,876
CPR	CARBERRY	PORTAGE LA PRAIRIE,MB - BRANDON,MB	34,050
CPR	CARRINGTON	ENDERLIN,ND - HARVEY,ND	33,941
CPR	CARTIER	CONISTON,ON - ROMFORD,ON	15,569
CPR	CARTIER	ROMFORD,ON - SUDBURY,ON	30,340
CPR	CARTIER	SUDBURY,ON - LEVACK,ON	27,874
CPR	CARTIER	LEVACK,ON - CARTIER,ON	27,337
CPR	CASCADE	NORTH BEND,BC - MISSION CITY,BC	26,864
CPR	CASCADE	MISSION CITY,BC - PIT RIVER M108.4,BC	57,054

EXHIBIT 14: TRAFFIC DENSITY
CPR Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	CASCADE	PIT RIVER MI08.4,BC - COQUITLAM TFR,BC	52,056
CPR	CASCADE	COQUITLAM,BC - MACAULAY,BC	79,809
CPR	CASCADE	MACAULAY,BC - IOCO,BC	79,809
CPR	CASCADE	IOCO,BC - PORT MOODY,BC	70,451
CPR	CASCADE	PORT MOODY,BC - SECOND NARROWS,BC	63,178
CPR	CASCADE	SECOND NARROWS,BC - CENTERM WHARF IMS,BC	60,754
CPR	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	8,968
CPR	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	15,570
CPR	CN - ASHCROFT	NEPA,BC - BOSTON BAR,BC	72,951
CPR	CN - YALE FRAS CAN	BOSTON BAR,BC - MATSQUI,BC	73,342
CPR	CN - YALE FRAS CAN	MATSQUI,BC - HYDRO,BC	73,342
CPR	CN - YALE FRAS CAN	HYDRO,BC - VANCOUVER THORN YAR,BC	73,342
CPR	COLONIE	ALBANY,NY - MECHANICVILLE,NY	8,811
CPR	COLUMBIA	NELSON,BC - SOUTH SLOCAN,BC	2,277
CPR	COLUMBIA	SOUTH SLOCAN,BC - CASTLEGAR,BC	3,402
CPR	COLUMBIA	CASTLEGAR,BC - TRAIL,BC	2,255
CPR	COLUMBIA	TRAIL,BC - WARFIELD,BC	251
CPR	CRANBROOK	CROWSNEST,BC - FABRO,BC	23,472
CPR	CRANBROOK	FABRO,BC - SPARWOOD,BC	46,984
CPR	CRANBROOK	SPARWOOD,BC - FORT STEELE,BC	59,778
CPR	CRANBROOK	FORT STEELE,BC - NORTH STAR,BC	36,828
CPR	CRANBROOK	NORTH STAR,BC - CRANBROOK,BC	22,716
CPR	CRANBROOK	CRANBROOK,BC - CURZON,BC	24,052
CPR	CRANBROOK	CURZON,BC - EASTPORT,ID	24,712
CPR	CROWSNEST	LETHBRIDGE,AB - FORT MACLEOD,AB	23,071

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	CROWSNEST	FORT MACLEOD,AB - BROCKET,AB	23,231
CPR	CROWSNEST	BROCKET,AB - CROWSNEST,BC	24,297
CPR	CSXT	WEST DETROIT,MI - PLYMOUTH,MI	6,558
CPR	CSXT BUFFALO - CHICAGO	BUFFALO BLACK ROCK,NY - ERIE,PA	3,757
CPR	CSXT BUFFALO - CHICAGO	ERIE,PA - WILLARD,OH	3,783
CPR	CSXT BUFFALO - CHICAGO	WILLARD,OH - GARRETT,IN	2,944
CPR	CSXT BUFFALO - CHICAGO	GARRETT,IN - PINE JCT,IN	2,944
CPR	CSXT BUFFALO - CHICAGO	PINE JCT,IN - BENSENVILLE IMS,IL	1,656
CPR	DAVENPORT	SABULA,IA - CLINTON,IA	22,088
CPR	DAVENPORT	CLINTON,IA - WATER WORKS,IA	15,363
CPR	DAVENPORT	WATER WORKS,IA - NAHANT,IA	15,363
CPR	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	14,725
CPR	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	14,467
CPR	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	15,104
CPR	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	834
CPR	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	1,465
CPR	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	3,538
CPR	DULUTH	SUPERIOR,WI - WI/MN DULUTH/SUP,MN	2,253
CPR	DULUTH	WI/MN DULUTH/SUP,MN - DULUTH,MN	851
CPR	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	33,019
CPR	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	32,153
CPR	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	31,401
CPR	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	31,884
CPR	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	747

EXHIBIT 14: TRAFFIC DENSITY
CPR Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	37,308
CPR	ELGIN	BENSENVILLE,IL - TOWER B12,IL	93,955
CPR	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	9,698
CPR	EMERSON	WHITTIER,MB - NOYES,MN	12,828
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	733
CPR	EXPANSE	MOSSBANK JCT,SK - CONGRESS,SK	751
CPR	EXPANSE	CONGRESS,SK - ASSINIBOIA,SK	731
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	1,822
CPR	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	8,811
CPR	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	6,079
CPR	GALT	TORONTO,ON - WEST TORONTO,ON	1,395
CPR	GALT	WEST TORONTO,ON - OBICO YARD,ON	21,558
CPR	GALT	TORONTO OBICO,ON - COOKSVILLE,ON	20,383
CPR	GALT	COOKSVILLE,ON - STREETSVILLE JCT,ON	20,265
CPR	GALT	STREETSVILLE JCT,ON - GUELPH JCT,ON	22,186
CPR	GALT	GUELPH JCT,ON - GALT,ON	13,594
CPR	GALT	GALT,ON - WOODSTOCK,ON	19,001

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	GALT	WOODSTOCK,ON - ZORRA,ON	24,556
CPR	GALT	ZORRA,ON - LONDON ONTARIO,ON	19,075
CPR	GLENBORO	WOODMAN,MB - ELM CREEK,MB	620
CPR	GRENA SPUR	ROSENFELD,MB - ALTONA,MB	827
CPR	HAMILTON	E BROOKFIELD,ON - WELLAND,ON	9,078
CPR	HAMILTON	WELLAND,ON - SMITHVILLE,ON	8,879
CPR	HAMILTON	SMITHVILLE,ON - HAMILTON,ON	10,457
CPR	HAMILTON	HAMILTON,ON - HAMILTON JCT,ON	12,330
CPR	HAMILTON	HAMILTON JCT,ON - GUELPH JCT,ON	9,181
CPR	HARDISTY	WILKIE,SK - MACKLIN,SK	10,982
CPR	HARDISTY	MACKLIN,SK - SK/AB HARDISTY,AB	10,758
CPR	HARDISTY	SK/AB HARDISTY,AB - METISKOW,AB	10,765
CPR	HARDISTY	METISKOW,AB - HARDISTY,AB	10,140
CPR	HAVELOCK	HAVELOCK,ON - PETERBOROUGH,ON	761
CPR	HAVELOCK	PETERBOROUGH,ON - TORONTO YARD,ON	5,496
CPR	HERON BAY	WHITE RIVER,ON - STRUTHERS,ON	27,608
CPR	HERON BAY	STRUTHERS,ON - SCHREIBER,ON	27,512
CPR	HIAWATHA SPUR	ROSEMOUNT,MN - INVER GROVE,MN	1,088
CPR	HOADLEY	JACKSON,AB - TRUMAN,AB	345
CPR	HOADLEY	TRUMAN,AB - HOMEULEN,AB	344
CPR	IGNACE	IGNACE,ON - KENORA,ON	38,525
CPR	INDIAN HEAD	BROADVIEW,SK - CRECY,SK	31,504
CPR	INDIAN HEAD	CRECY,SK - REGINA,SK	32,831
CPR	INDIAN HEAD	REGINA,SK - BELLE PLAINE,SK	50,345
CPR	INDIAN HEAD	BELLE PLAINE,SK - PASQUA,SK	69,316
CPR	INDIAN HEAD	PASQUA,SK - MOOSE JAW,SK	74,757
CPR	IND KALSPUR	KALIUM,SK - SASKFERCO,SK	314
CPR	JACKSON	RAMSEY,MN - JACKSON,MN	966
CPR	KAMINISTIGUA	THUNDER BAY,ON - IGNACE,ON	36,145

EXHIBIT 14: TRAFFIC DENSITY
CPR Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	KANSAS CITY	LAREDO,MO - POLO,MO	12,368
CPR	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	10,494
CPR	KEEWATIN	KENORA,ON - MOLSON,MB	38,725
CPR	KEEWATIN	MOLSON,MB - NORCRAN,MB	38,665
CPR	KEEWATIN	NORCRAN,MB - WHITTIER,MB	41,000
CPR	KEEWATIN	WHITTIER,MB - WINNIPEG,MB	23,415
CPR	LA RIVIERE	WINNIPEG,MB - ROSENFELD,MB	2,759
CPR	LACOLLE	ROUSES POINT JCT,PQ - DELSON,PQ	8,188
CPR	LACOMBE	STETTILER,AB - JUNE,AB	2,234
CPR	LAGGAN	CALGARY,AB - KEITH,AB	77,852
CPR	LAGGAN	KEITH,AB - COPITHORNE JCT,AB	73,749
CPR	LAGGAN	COPITHORNE JCT,AB - MITFORD,AB	46,001
CPR	LAGGAN	MITFORD,AB - EXSHAW,AB	73,335
CPR	LAGGAN	EXSHAW,AB - FIELD,BC	76,084
CPR	LANIGAN	REGINA,SK - BULYEA JCT,SK	10,423
CPR	LANIGAN	BULYEA JCT,SK - LANIGAN,SK	9,936
CPR	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	10,372
CPR	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	10,372
CPR	LEDUC	RED DEER,AB - BLACKFALDS,AB	34,967
CPR	LEDUC	BLACKFALDS,AB - JACKSON,AB	32,160
CPR	LEDUC	JACKSON,AB - LACOMBE,AB	32,436
CPR	LEDUC	LACOMBE,AB - WETASKIWIN,AB	33,096
CPR	LEDUC	WETASKIWIN,AB - LEDUC,AB	33,037
CPR	LEDUC	LEDUC,AB - GAINER,AB	34,480
CPR	LEDUC	GAINER,AB - SOUTH EDMONTON,AB	197
CPR	LIGNITE	FLAXTON,ND - STAMPEDE,ND	6,380
CPR	LLOYDMINSTER	WILKIE,SK - MARSDEN,SK	2,805
CPR	LLOYDMINSTER	MARSDEN,SK - BIG GULLY TFR,SK	2,805
CPR	M & O	DORION,PQ - RIGAUD,PQ	195
CPR	M & P	PORTAGE,WI - MADISON,WI	74
CPR	MACTIER	VAUGHAN IMS,ON - ALLISTON,ON	37,293
CPR	MACTIER	ALLISTON,ON - MEDONTE,ON	28,578

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	MACTIER	MEDONTE,ON - MACTIER,ON	25,701
CPR	MACTIER D	WEST TORONTO,ON - VAUGHAN IMS,ON	25,490
CPR	MAPLE CREEK	SWIFT CURRENT,SK - JAVA,SK	87,976
CPR	MAPLE CREEK	JAVA,SK - HATTON,SK	86,139
CPR	MAPLE CREEK	HATTON,SK - DUNMORE,AB	85,490
CPR	MAPLE CREEK	DUNMORE,AB - MEDICINE HAT,AB	72,542
CPR	MARPOLE	ONTARIO STREET,BC - NEW WESTMINSTER,BC	5
CPR	MARQUETTE	SABULA,IA - MARQUETTE,IA	29,184
CPR	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	16,382
CPR	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	13,053
CPR	MASON CITY	MARQUETTE,IA - MASON CITY,IA	5,323
CPR	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	3,077
CPR	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	965
CPR	MINNEDOSA	PORTAGE LA PRAIRIE,MB - MINNEDOSA,MB	16,558
CPR	MISSION	MISSION CITY,BC - RIVERSIDE,BC	37,231
CPR	MISSION	RIVERSIDE,BC - MATSQUI JCT,BC	14,399
CPR	MISSION	MATSQUI JCT,BC - HUNTINGDON,BC	1,730
CPR	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	880
CPR	MN&S SPUR	ATWOOD,MN - NESBITT,MN	494
CPR	MONTANA	SWEET GRASS,MT - STIRLING,AB	5,643
CPR	MONTANA	STIRLING,AB - MONTANA,AB	5,919
CPR	MONTROSE	NIAGARA FALLS,ON - MONTROSE YARD,ON	257
CPR	MONTROSE	MONTROSE,ON - RUSHOLME,ON	887
CPR	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	3,229
CPR	MOOSEHEAD WEST	BOUNDARY,PQ - MEGANTIC,PQ	2,736

EXHIBIT 14: TRAFFIC DENSITY
CPR Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	MOUNTAIN	FIELD,BC - KC JUNCTION,BC	77,982
CPR	MOUNTAIN	GOLDEN,BC - REVELSTOKE,BC	118,414
CPR	MTP IHB TRACKS	GIBSON,IN - DOLTON JCT,IL	8,606
CPR	MTP IHB TRACKS	DOLTON JCT,IL - BLUE ISLAND,IL	3,060
CPR	MTP IHB TRACKS	BLUE ISLAND,IL - ARGO,IL	13,270
CPR	MTP IHB TRACKS	ARGO,IL - BROADVIEW,IL	13,270
CPR	MTP IHB TRACKS	BROADVIEW,IL - NORPAUL YARD,IL	22,282
CPR	MTP WATERTOWN - MADISON	WATERTOWN,WI - WATERLOO,WI	960
CPR	NELSON	CURZON,BC - NELSON,BC	2,731
CPR	NEMEGOS	CARTIER,ON - RAMSEY,ON	27,313
CPR	NEMEGOS	RAMSEY,ON - CHAPLEAU,ON	27,212
CPR	NEPHITON	HAVELOCK,ON - BLUE MOUNTAIN,ON	249
CPR	NEWPORT	BROOKPORT,PQ - BORDER,PQ	3,197
CPR	NEWPORT	BORDER,PQ - NEWPORT,VT	217
CPR	NEWTOWN	DRAKE,ND - MAX,ND	4,051
CPR	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	2,149
CPR	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	3,174
CPR	NIPIGON	SCHREIBER,ON - RED ROCK,ON	27,038
CPR	NIPIGON	RED ROCK,ON - CURRENT RIVER,ON	27,044
CPR	NIPIGON	CURRENT RIVER,ON - THUNDER BAY NORTH,ON	27,067
CPR	NITRIN	EAST MOLINE,IL - CEFFCO,IL	207
CPR	NORTH TORONTO	LEASIDE,ON - WEST TORONTO,ON	41,339
CPR	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	13,281
CPR	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	8,822
CPR	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	8,762
CPR	NS CHICAGO LINE	PORTER,IN - CP 502,IN	8,763
CPR	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	10,192

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	8,603
CPR	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	8,857
CPR	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTPELIER,OH	8,857
CPR	NS HUNTINGTON DISTRICT	MONTPELIER,OH - OH/IN NSHUNTINGTON,OH	8,822
CPR	OTTUMWA	NAHANT,IA - MUSCATINE,IA	13,317
CPR	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	14,779
CPR	OUTLOOK	MOOSE JAW,SK - TUXFORD,SK	1,418
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	5,890
CPR	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	1,506
CPR	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	2,349
CPR	OWATONNA	RAMSEY,MN - COMUS,MN	1,295
CPR	PAGE	RIVERSIDE,BC - LIVINGSTONE,BC	10,547
CPR	PAGE	LIVINGSTONE,BC - DELTAPORT IMS,BC	36,504
CPR	PARRY SOUND	MACTIER,ON - ROMFORD,ON	25,274
CPR	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	49,742
CPR	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	60,973
CPR	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	49,180
CPR	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	48,359
CPR	PECTEN	BROCKET,AB - PECTEN,AB	429
CPR	PORTAL	HARVEY,ND - DRAKE,ND	30,931
CPR	PORTAL	DRAKE,ND - KENMARE,ND	29,968
CPR	PORTAL	KENMARE,ND - FLAXTON,ND	32,613
CPR	PORTAL	FLAXTON,ND - PORTAL,ND	33,439

EXHIBIT 14: TRAFFIC DENSITY
CPR Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	RED DEER	12TH STREET EAST,AB - PETRO,AB	43,463
CPR	RED DEER	PETRO,AB - EAST CROSSFIELD,AB	45,816
CPR	RED DEER	E CROSSFIELD JCT,AB - DIDSBURY,AB	43,045
CPR	RED DEER	DIDSBURY,AB - DOAN JCT,AB	45,200
CPR	RED DEER	DOAN JCT,AB - RED DEER,AB	42,083
CPR	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	52,370
CPR	RIVER	NEWPORT,MN - ST PAUL,MN	40,284
CPR	ROCANVILLE	VIRDEN,MB - MB/SK	503
		ROCANVILLE,MB	
CPR	ROCANVILLE	MB/SK ROCANVILLE,MB - ROCANVILLE,SK	534
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	11,605
CPR	SCOTFORD	ELK ISLAND,AB - GAINER,AB	24,684
CPR	SHELDON	MASON CITY,IA - SHELDON,IA	3,058
CPR	SHERBROOKE	MEGANTIC,PQ - DAWSON,PQ	3,777
CPR	SHUSWAP	REVELSTOKE,BC - BELL POLE SPUR,BC	121,459
CPR	SHUSWAP	BELL POLE SPUR,BC - TUM TUM,BC	121,459
CPR	SHUSWAP	TUM TUM,BC - WESTAR EAG RV,BC	120,103
CPR	SHUSWAP	WESTAR EAG RV,BC - CAMBIE,BC	120,577
CPR	SHUSWAP	CAMBIE,BC - SICAMOUS,BC	120,144
CPR	SHUSWAP	SICAMOUS,BC - CANOE,BC	120,144
CPR	SHUSWAP	CANOE,BC - KAMLOOPS,BC	123,480
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	6,886
CPR	SUTHERLAND	WYNYARD,SK - LANIGAN,SK	17,486

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	SUTHERLAND	LANIGAN,SK - GUERNSEY,SK	19,986
CPR	SUTHERLAND	GUERNSEY,SK - ARPIERS,SK	18,977
CPR	SUTHERLAND	ARPIERS,SK - ELSTOW,SK	22,717
CPR	SUTHERLAND	ELSTOW,SK - CHEVIOT,SK	18,235
CPR	SUTHERLAND	CHEVIOT,SK - SUTHERLAND,SK	16,177
CPR	SUTHERLAND	SUTHERLAND,SK - SASKATOON,SK	12,467
CPR	SUTHERLAND	ELSTOW,SK - ALLAN MINES,SK	169
		ALLAN SPUR	
CPR	SUTHERLAND	GUERNSEY,SK - ALWINSAL,SK	73
		ALWINSAL SPUR	
CPR	SUTHERLAND	ARPIERS,SK - NORCO,SK	358
		NORANDA SPUR	
CPR	SUTHERLAND	CHEVIOT,SK - POTASCO,SK	353
		POTASCO SPUR	
CPR	SWIFT CURRENT	MOOSE JAW,SK - CURLE,SK	82,772
CPR	SWIFT CURRENT	CURLE,SK - SWIFT CURRENT,SK	86,198
CPR	TABER	BELLCOTT,AB - MONTANA,AB	17,233
CPR	TABER	MONTANA,AB - LETHBRIDGE,AB	22,412
CPR	THOMPSON	KAMLOOPS,BC - NEPA,BC	110,081
CPR	THOMPSON	NEPA,BC - NORTH BEND,BC	28,123
CPR	TISDALE	GOUDIE,SK - BERTH,SK	952
CPR	TISDALE	BERTH,SK - NIPAWIN,SK	797
CPR	TOMAH	PORTAGE,WI - NEW LISBON,WI	48,099
CPR	TOMAH	NEW LISBON,WI - LA CROSSE,WI	44,477
CPR	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	51,769
CPR	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	28,212
CPR	TRACY	WASECA,MN - WEST MANKATO,MN	7,241
CPR	TRACY	WEST MANKATO,MN - SANBORN,MN	6,761
CPR	TRACY	SANBORN,MN - TRACY,MN	7,569
CPR	TYVAN	LAJORD,SK - CRECY,SK	629
CPR	UP MANKOTA	STP CHESTNUT ST,MN - SAVAGE,MN	973

EXHIBIT 14: TRAFFIC DENSITY
CPR Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	UP MANKOTA	SAVAGE,MN - SHAKOPEE,MN	973
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	22,508
CPR	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	208
CPR	VEBLEN	SD/ND B,SD - ROSHOLT,SD	218
CPR	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	7,593
CPR	WASECA	ROCHESTER,MN - WASECA,MN	7,397
CPR	WATERLOO	GALT,ON - PRESTON,ON	2,010
CPR	WATERLOO	PRESTON,ON - KITCHENER,ON	1,694
CPR	WATERTOWN	MILWAUKEE,WI - GRAND AVE,WI	27,939
CPR	WATERTOWN	GRAND AVE,WI - BROOKFIELD,WI	39,635
CPR	WATERTOWN	BROOKFIELD,WI - DUPLAINVILLE,WI	36,029
CPR	WATERTOWN	DUPLAINVILLE,WI - WATERTOWN,WI	36,029
CPR	WATERTOWN	WATERTOWN,WI - PORTAGE JUNCTION,WI	36,029
CPR	WATERTOWN	PORTAGE JUNCTION,WI - PORTAGE,WI	21,545
CPR	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	233
CPR	WESTMINSTER	MACAULAY,BC - FRASER MILLS,BC	20,041
CPR	WESTMINSTER	FRASER MILLS,BC - SAPPERTON,BC	13,827
CPR	WESTMINSTER	SAPPERTON,BC - NEW WESTMINSTER,BC	8,362
CPR	WETASKIWIN	HARDISTY,AB - WETASKIWIN,AB	7,964
CPR	WEYBURN	PASQUA,SK - EXON,SK	31,736
CPR	WEYBURN	EXON,SK - ESTEVAN,SK	33,320
CPR	WEYBURN	ESTEVAN,SK - PORTAL,ND	32,099

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
CPR	WHITE RIVER	CHAPLEAU,ON - FRANZ,ON	27,129
CPR	WHITE RIVER	FRANZ,ON - WHITE RIVER,ON	27,361
CPR	WILKIE	SASKATOON,SK - CORY,SK	14,875
CPR	WILKIE	CORY,SK - DUNFERMLINE,SK	11,622
CPR	WILKIE	DUNFERMLINE,SK - WILKIE,SK	11,162
CPR	WILKIE SPUR	CORY,SK - DUVCO,SK	633
CPR	WILLINGDON	STAR,AB - ELK ISLAND,AB	2,259
CPR	WINCHESTER	DORION,PQ - ON/PQ WINCHESTER,ON	23,881
CPR	WINCHESTER	ON/PQ WINCHESTER,ON - BEDELL,ON	22,833
CPR	WINCHESTER	BEDELL,ON - SMITHS FALLS,ON	21,581
CPR	WINDERMERE	FORT STEELE,BC - KC JUNCTION,BC	40,521
CPR	WINDSOR	LONDON ONTARIO,ON - MELROSE,ON	18,130
CPR	WINDSOR	MELROSE,ON - CHATHAM,ON	18,142
CPR	WINDSOR	CHATHAM,ON - WINDSOR,ON	18,649
CPR	WINDSOR	WINDSOR,ON - WEST DETROIT,MI	19,266
CPR	WINNIPEG BEACH SPUR	MIDDLECHURCH,MB - SELKIRK,MB	268
CPR	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	2,351
CPR	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	164
CPR	WYNYARD	BREDENBURY,SK - GOUDIE,SK	15,831
CPR	WYNYARD	GOUDIE,SK - WYNYARD,SK	15,603
CPR	YARBO	BREDENBURY,SK - YARBO,SK	14,612

EXHIBIT 14: TRAFFIC DENSITY
KCS Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
KCS	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	2,289
KCS	ALEXANDRIA	SHREVEPORT,LA - PINEVILLE JCT,LA	8,334
KCS	ALEXANDRIA	PINEVILLE JCT,LA - LATANIER,LA	8,334
KCS	ALLIANCE	RENNER,TX - WYLIE,TX	1,905
KCS	ALLIANCE	METRO,TX - RENNER,TX	1,641
KCS	ALLIANCE	ALLIANCE,TX - METRO,TX	1,075
KCS	ARTESIA	MERIDIAN,MS - ARTESIA,MS	5,945
KCS	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	5,331
KCS	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	4,694
KCS	ARTESIA	TUPELO,MS - CORINTH,MS	3,751
KCS	BEAUMONT	LEESVILLE,LA - SHREVEPORT,LA	26,243
KCS	BEAUMONT	DE QUINCY,LA - LEESVILLE,LA	27,440
KCS	BEAUMONT	BEAUMONT,TX - DE QUINCY,LA	23,071
KCS	BEAUMONT	PORT ARTHUR,TX - BEAUMONT,TX	14,304
KCS	BEAUMONT TO ROSENBERG	HOUSTON,TX - BEAUMONT,TX	19,276
KCS	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	1,966
KCS	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	1,572
KCS	DALLAS	DALLAS,TX - WYLIE,TX	2,806
KCS	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	7,765
KCS	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	1,625
KCS	GODFREY	ROODHOUSE,IL - GODFREY,IL	1,110
KCS	GREENVILLE	GREENVILLE,TX - SHREVEPORT,LA	14,772
KCS	GREENVILLE	WYLIE,TX - GREENVILLE,TX	15,858
KCS	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	3,214

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
KCS	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	727
KCS	HEAVENER	WATTS,OK - PITTSBURG,KS	36,900
KCS	HEAVENER	POTEAU,OK - WATTS,OK	33,507
KCS	HEAVENER	HEAVENER,OK - POTEAU,OK	34,936
KCS	JACKSONVILLE	JACKSONVILLE,IL - MURRAYVILLE,IL	427
KCS	KCS LAREDO	LAREDO YARD,TX - ROBSTOWN,TX	37,951
KCS	KCS LAREDO	ROBSTOWN,TX - CORPUS CHRISTI,TX	26,938
KCS	LAKE CHARLES	DE QUINCY,LA - MOSSVILLE,LA	7,802
KCS	MERIDIAN	NEWTON,MS - MERIDIAN,MS	27,849
KCS	MERIDIAN	JACKSON,MS - NEWTON,MS	31,999
KCS	MERIDIAN	VICKSBURG,MS - JACKSON,MS	34,023
KCS	MEXICO	SLATER,MO - MEXICO,MO	3,714
KCS	MEXICO	KANSAS CITY,MO - SLATER,MO	5,833
KCS	NEW ORLEANS	LATANIER,LA - BATON ROUGE,LA	8,043
KCS	NEW ORLEANS	BATON ROUGE,LA - NEW ORLEANS,LA	15,295
KCS	PITTSBURG	PITTSBURG,KS - KANSAS CITY,MO	37,981
KCS	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	3,390
KCS	ROSENBERG	KENDLETON,TX - HOUSTON,TX	17,696
KCS	ROSENBERG	VICTORIA,TX - KENDLETON,TX	18,369
KCS	SHREVEPORT	DE QUEEN,AR - HEAVENER,OK	32,352
KCS	SHREVEPORT	ASHDOWN,AR - DE QUEEN,AR	40,496
KCS	SHREVEPORT	SHREVEPORT,LA - ASHDOWN,AR	32,416
KCS	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	25
KCS	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	25
KCS	VICKSBURG	MONROE,LA - VICKSBURG,MS	34,109
KCS	VICKSBURG	GIBSLAND,LA - MONROE,LA	41,252

EXHIBIT 14: TRAFFIC DENSITY
KCS Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
KCS	VICKSBURG	SIBLEY, LA - GIBSLAND, LA	38,616
KCS	VICKSBURG	SHREVEPORT, LA - SIBLEY, LA	40,514
KCS	VICTORIA TO ROBSTOWN	PLACEDO, TX (UP) - VICTORIA, TX	17,651

Entity	Subdivision	Segment	Base Year Gross Tons per Mile
KCS	VICTORIA TO ROBSTOWN	ROBSTOWN, TX - PLACEDO, TX (UP)	17,651
KCS	WHITE ROCK BRANCH	RENNER, TX - DALLAS, TX	1,269

EXHIBIT 14: TRAFFIC DENSITY
KCSM Operating Plan Base (2019)
Average Tons per Mile of Road (000)

Entity	Subdivision	Segment	Subdivision Miles	Base Year Gross Tons per Mile
KCSM	CALTZONTZIN	ACAMBARO,GJ - LAZARO CARDENAS,MH	308.4	7,835
KCSM	CELAYA	ACAMBARO,GJ - ING BUCHANAN LOPEZ,GJ	97.2	18,588
KCSM	LAS CRUCES	SALINAS,SL - LAGUNA SECA,SL	143.7	490
KCSM	MATAMOROS	MATAMOROS,TM - MONTERREY,NL	203.2	10,371
KCSM	MONTERREY	SOLEDAD,NL - LEAL,NL	24.5	24,594
KCSM	QUERATARO	CELAYA,GJ - AHORCADO,QA	71.8	20,493
KCSM	SALINAS	CHICALOTE,AG - SALINAS,SL	59	2,349
KCSM	SALINAS	SAN LUIS POTOSI,SL - SALINAS,SL	69.5	1,859
KCSM	SALTILLO	NEUVO LARDEO,TM - SALTILLO,CU	234	58,078
KCSM	TAMASOPO	SAN LUIS POTOSI,SL - TAMPICO,TM	274.3	4,351
KCSM	TOLUCA	ACAMBARO,GJ - MOLINITO,EM	172.6	2,598
KCSM	TULA	SAN LUIS POTOSI,SL - MEXICO,DF	268.5	41,877
KCSM	VANEGAS	SALTILLO,CU - SAN LUIS POTOSI,SL	241.6	35,213
KCSM	VERACRUZ	SANTA FE,VL - TEXCOCO,EM	257.8	2,426

EXHIBIT 14: TRAFFIC DENSITY CPR Operating Plan Base Year (2019) – West

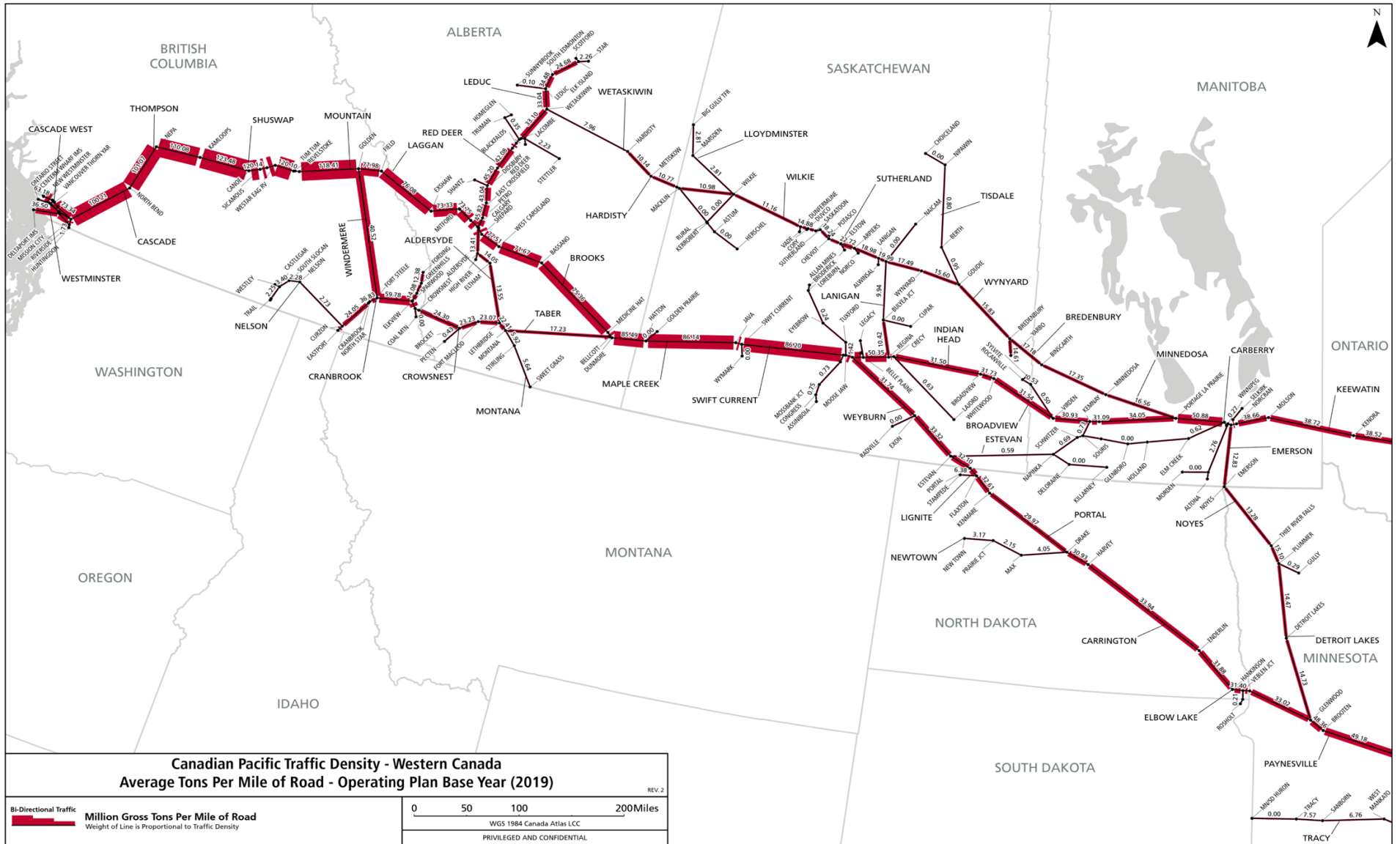


EXHIBIT 14: TRAFFIC DENSITY

CPR Operating Plan Base Year (2019) – East

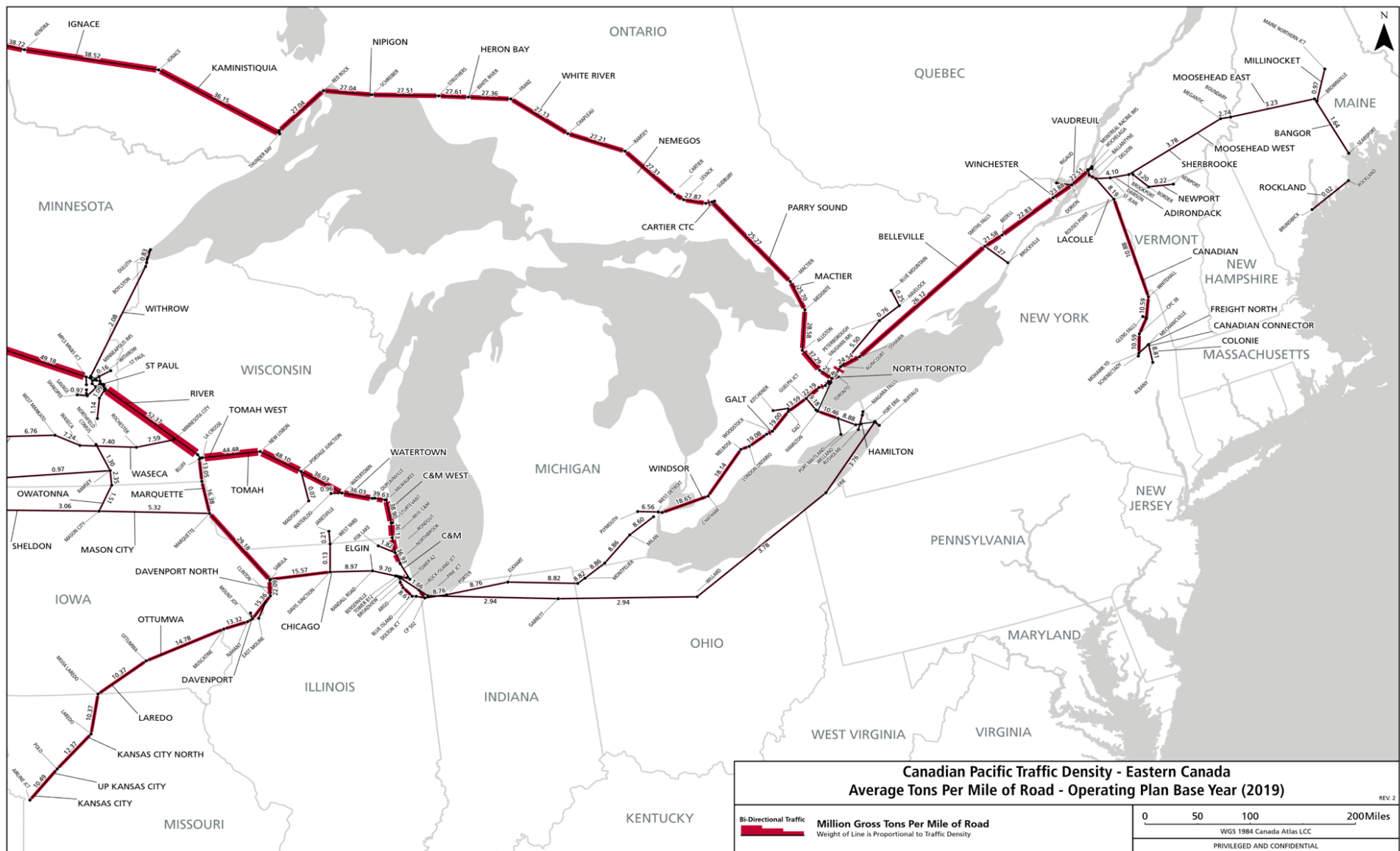


EXHIBIT 14: TRAFFIC DENSITY KCS Operating Plan Base Year (2019)



Kansas City Southern Traffic Density
Average Tons Per Mile of Road - Operating Plan Base Year (2019)

REV. 2

Bi-Directional Traffic



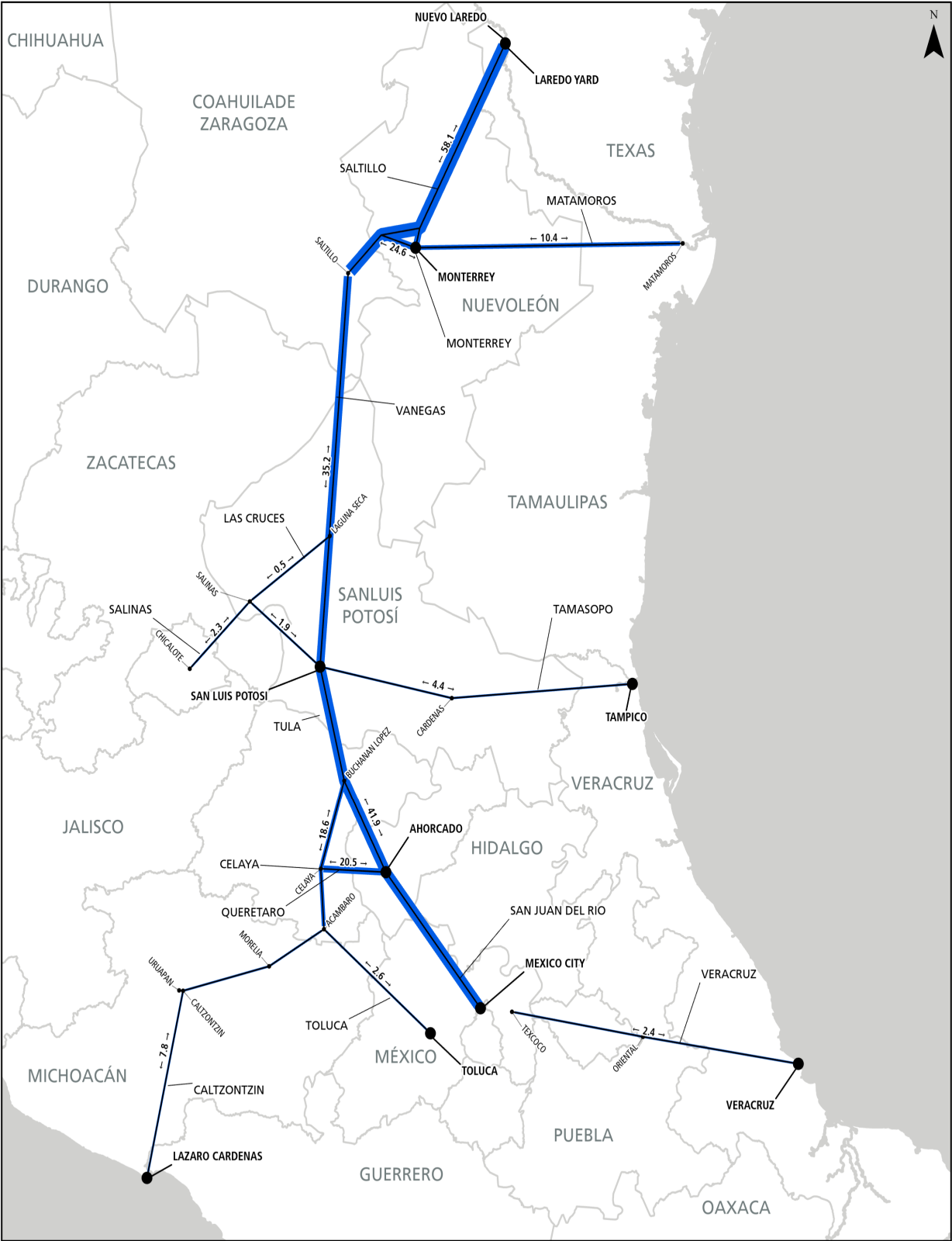
Million Gross Tons Per Mile of Road
Weight of Line is Proportional to Traffic Density

0 25 50 100 150 Miles

WGS 1984 Canada Atlas LCC

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EXHIBIT 14: TRAFFIC DENSITY
KCSM Operating Plan Base Year (2019)



Kansas City Southern de México Traffic Density
Average Tons Per Mile of Road - Operating Plan Base Year (2019)

REV. 2

— Bi-Directional Traffic —



Million Gross Tons Per Mile of Road
Weight of Line is Proportional to Traffic Density

0 25 50 100 Miles

WGS 1984 Canada Atlas LCC

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APPENDIX B

SUMMARY OF PERTINENT DENSITY DATA

APPENDIX B – SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTs	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTs [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTs [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) – "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) – "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) – "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
CP	1	C-PORT-01	PORTAL	FLAXTON,ND - PORTAL,ND	33.44	8.08	4.44	45.96	1.96	47.93
CP	2	C-PORT-02	PORTAL	KENMARE,ND - FLAXTON,ND	32.61	7.88	4.33	44.82	1.92	46.74
CP	3	C-PORT-03	PORTAL	DRAKE,ND - KENMARE,ND	29.97	7.21	3.33	40.52	1.73	42.25
CP	4	C-PORT-04	PORTAL	HARVEY,ND - DRAKE,ND	30.93	7.45	3.23	41.61	1.78	43.39
CP	5	C-LIGN-01	LIGNITE	FLAXTON,ND - STAMPEDE,ND	6.38	1.58	0.00	7.96	0.34	8.30
CP	6	C-NEWT- 01	NEWTOWN	DRAKE,ND - MAX,ND	4.05	1.02	0.00	5.07	0.22	5.28
CP	7	C-NEWT- 02	NEWTOWN	MAX,ND - PRAIRIE JCT,ND	2.15	0.56	0.00	2.71	0.12	2.82
CP	8	C-NEWT- 03	NEWTOWN	PRAIRIE JCT,ND - NEW TOWN,ND	3.17	0.80	0.00	3.97	0.17	4.14
CP	9	C-CARR- 01	CARRINGTON	ENDERLIN,ND - HARVEY,ND	33.94	8.21	3.93	46.08	1.97	48.05
CP	10	C-ELLA-01	ELBOW LAKE	HANKINSON,ND - ENDERLIN,ND	31.88	7.70	4.18	43.76	1.87	45.63
CP	11	C-ELLA-02	ELBOW LAKE	VEBLEN JCT,ND - HANKINSON,ND	31.40	7.59	3.85	42.84	1.83	44.67
CP	12	C-ELLA-03	ELBOW LAKE	ND/MN ELBOW LAKE,ND - VEBLEN JCT,ND	32.15	7.77	3.97	43.90	1.88	45.77
CP	13	C-ELLA-04	ELBOW LAKE	GLENWOOD,MN - ND/MN ELBOW LAKE,ND	33.02	7.99	4.04	45.05	1.93	46.98

APPENDIX B – SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) – "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) – "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) – "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
CP	14	C-VEBL-01	VEBLEN	VEBLEN JCT,ND - SD/ND VEBLEN,SD	0.21	0.05	0.00	0.26	0.01	0.27
CP	15	C-VEBL-02	VEBLEN	SD/ND B,SD - ROSHOLT,SD	0.22	0.06	0.00	0.28	0.01	0.29
CP	16	C-NOYE- 01	NOYES	THIEF RIVER FALLS,MN - EMERSON,MB	13.28	3.32	7.03	23.64	1.01	24.65
CP	17	C-BEMI-02	BEMIDJI	GULLY,MN - PLUMMER,MN	0.29	0.13	0.00	0.41	0.02	0.43
CP	18	C-DELA- 01	DETROIT LAKES	PLUMMER,MN - THIEF RIVER FALLS,MN	15.10	3.75	7.69	26.54	1.13	27.67
CP	19	C-DELA- 02	DETROIT LAKES	DETROIT LAKES,MN - PLUMMER,MN	14.47	3.61	7.12	25.20	1.08	26.27
CP	20	C-DELA- 03	DETROIT LAKES	GLENWOOD,MN - DETROIT LAKES,MN	14.73	3.67	7.25	25.65	1.10	26.74
CP	21	C-PAYN- 01	PAYNESVILLE	BROOTEN,MN - GLENWOOD,MN	48.36	11.84	11.83	72.03	3.08	75.11
CP	22	C-PAYN- 02	PAYNESVILLE	MPLS MN&S JCT,MN - BROOTEN,MN	49.18	12.06	12.12	73.37	3.14	76.50
CP	23	C-PAYN- 03	PAYNESVILLE	CAMDEN PLACE,MN - MPLS MN&S JCT,MN	60.97	14.92	14.46	90.36	3.86	94.22
CP	24	C-PAYN- 04	PAYNESVILLE	MPLS SHOREHAM,MN - CAMDEN PLACE,MN	49.74	12.16	11.80	73.70	3.15	76.86

APPENDIX B - SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) - "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) - "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) - "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
CP	25	C-MNS-01	MN&S SPUR	MPLS MN&S JCT,MN - ST LOUIS PARK,MN	0.88	0.20	0.07	1.15	0.05	1.19
CP	26	C-MNS-02	MN&S SPUR	ATWOOD,MN - NESBITT,MN	0.49	0.11	0.00	0.61	0.03	0.64
CP	27	C-BASS-01	BASS LAKE SPUR	BASS LAKE SPUR (Other)	1.37	0.74	0.00	2.12	0.09	2.21
CP	28	C-DULU- 01	DULUTH	POKEGAMA,WI - CENTRAL AVE,WI	0.83	0.20	0.00	1.04	0.04	1.08
CP	29	C-DULU- 02	DULUTH	CENTRAL AVE,WI - SUPERIOR,WI	1.46	0.36	0.00	1.83	0.08	1.91
CP	30	C-DULU- 03	DULUTH	SUPR 12TH ST JCT,WI - SUPERIOR,WI	3.54	0.89	0.00	4.43	0.19	4.62
CP	31	C-DULU- 04	DULUTH	SUPERIOR,WI - W/MN DULUTH/SUP,MN	2.25	0.57	0.00	2.82	0.12	2.94
CP	32	C-DULU- 05	DULUTH	W/MN DULUTH/SUP,MN - DULUTH,MN	0.85	0.21	0.00	1.06	0.05	1.11
CP	33	B-DULU- 01	BNSF TWIN CITIES	NORTHTOWN,MN - BOYLSTON,WI	2.08	0.52	0.00	2.59	0.11	2.71
CP	34	B-TWIN-01	BNSF TWIN CITIES	NORTHTOWN,MN - HOFFMAN ST PAUL,MN	51.63	12.64	14.64	78.91	3.37	82.28
CP	35	C-STPA-01	ST PAUL	CARDIGAN JCT,MN - STP SOO JCT,MN	0.35	0.01	0.00	0.36	0.02	0.38

APPENDIX B - SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) - "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) - "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) - "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
CP	36	C-WITH-01	WITHROW	MINNEAPOLIS IMS,MN - CARDIGAN JCT,MN	2.35	0.57	0.19	3.10	0.13	3.24
CP	37	C-WITH-02	WITHROW	CARDIGAN JCT,MN - WITHROW,MN	0.16	0.04	0.00	0.20	0.01	0.21
CP	38	C-MEPA- 01	MERRIAM PARK	ST PAUL,MN - ST PAUL FORDSON JCT,MN	3.08	0.74	0.00	3.82	0.16	3.98
CP	39	C-RIVE-01	RIVER	NEWPORT,MN - ST PAUL,MN	40.28	9.85	9.81	59.94	2.56	62.50
CP	40	C-RIVE-02	RIVER	RIVER JCT WEST,MN - NEWPORT,MN	52.37	12.81	13.25	78.43	3.35	81.78
CP	41	C-SAVA- 01	SAVAGE SPUR	SAVAGE SPUR (Other)	3.20	0.56	0.00	3.75	0.16	3.91
CP	42	C-OWAT- 01	OWATONNA	MASON CITY,IA - IA/MN OWATONNA,MN	1.51	0.36	0.07	1.93	0.08	2.02
CP	43	C-OWAT- 02	OWATONNA	IA/MN OWATONNA,MN - RAMSEY,MN	2.35	0.57	0.00	2.92	0.12	3.04
CP	44	C-OWAT- 03	OWATONNA	RAMSEY,MN - COMUS,MN	1.30	0.28	0.00	1.57	0.07	1.64
CP	45	C-TRAC- 01	TRACY	WASECA,MN - WEST MANKATO,MN	7.24	1.77	1.54	10.55	0.45	11.00
CP	46	C-TRAC- 02	TRACY	WEST MANKATO,MN - SANBORN,MN	6.76	1.65	1.90	10.31	0.44	10.75

APPENDIX B – SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) – "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) – "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) – "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
CP	47	C-TRAC-03	TRACY	SANBORN,MN - TRACY,MN	7.57	1.82	2.50	11.89	0.51	12.40
CP	48	C-WASE-01	WASECA	ROCHESTER,MN - WASECA,MN	7.40	1.80	1.23	10.42	0.45	10.87
CP	49	C-WASE-02	WASECA	MINNESOTA CITY,MN - ROCHESTER,MN	7.59	1.87	1.46	10.92	0.47	11.39
CP	50	C-JACK-01	JACKSON	RAMSEY,MN - JACKSON,MN	0.97	0.20	0.00	1.17	0.05	1.22
CP	51	C-MARQ-01	MARQUETTE	MN/IA MARQUETTE,IA - BLUFF,MN	13.05	3.40	11.65	28.10	1.20	29.30
CP	52	C-MARQ-02	MARQUETTE	MARQUETTE,IA - MN/IA MARQUETTE,IA	16.38	4.27	14.62	35.27	1.51	36.78
CP	53	C-MARQ-03	MARQUETTE	SABULA,IA - MARQUETTE,IA	29.18	7.39	16.08	52.65	2.25	54.90
CP	54	C-TOMA-01	TOMAH WEST	BRIDGE SWITCH,WI - RIVER JCT WEST,MN	28.21	6.89	0.21	35.31	1.51	36.82
CP	55	C-TOMA-02	TOMAH WEST	LA CROSSE,WI - BRIDGE SWITCH,WI	51.77	12.58	0.51	64.86	2.77	67.64
CP	56	C-TOMA-03	TOMAH	NEW LISBON,WI - LA CROSSE,WI	44.48	10.82	0.51	55.80	2.39	58.19
CP	57	C-TOMA-04	TOMAH	PORTAGE,WI - NEW LISBON,WI	48.10	11.70	0.68	60.48	2.59	63.06
CP	58	C-MP-01	M & P	PORTAGE,WI - MADISON,WI	2.14	0.56	0.00	2.70	0.12	2.81
CP	59	C-MP-02	M & P	M & P (Other)	0.20	0.04	0.01	0.25	0.01	0.26

APPENDIX B – SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) – "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) – "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) – "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
CP	60	C-WATE-01	WATERTOWN	PORTAGE JUNCTION, WI - PORTAGE, WI	21.54	5.27	0.25	27.07	1.16	28.22
CP	61	C-WATE-02	WATERTOWN	PORTAGE JUNCTION, WI	36.03	8.73	0.52	45.28	1.94	47.21
CP	62	C-WATE-03	WATERTOWN	DUPPLAINVILLE, WI - WATERTOWN, WI	36.03	8.72	0.66	45.41	1.94	47.35
CP	63	C-WATE-04	WATERTOWN	BROOKFIELD, WI - DUPPLAINVILLE, WI	36.03	8.73	0.66	45.41	1.94	47.35
CP	64	C-WATE-05	WATERTOWN	GRAND AVE, WI - BROOKFIELD, WI	39.63	9.60	0.72	49.95	2.14	52.09
CP	65	C-WATE-06	WATERTOWN	MILWAUKEE, WI - GRAND AVE, WI	27.94	6.85	0.47	35.27	1.51	36.78
CP	66	C-CM-01	C&M WEST	STURTEVANT, WI - MILWAUKEE, WI	38.90	9.40	0.81	49.10	2.10	51.20
CP	67	C-CM-02	C&M WEST	WI/IL C&M, WI - STURTEVANT, WI	36.13	8.76	0.77	45.66	1.95	47.61
CP	68	C-CM-03	C&M WEST	RONDOUT, IL - WI/IL C&M, WI	36.13	8.75	0.78	45.65	1.95	47.60
CP	69	C-CM-04	C&M	NORTHBROOK, IL - RONDOUT, IL	36.93	8.94	0.79	46.66	1.99	48.65
CP	70	C-CM-05	C&M	SHERMER, IL - NORTHBROOK, IL	38.02	9.21	0.82	48.04	2.05	50.09
CP	71	C-CM-06	C&M	TOWER A2, IL - SHERMER, IL	5.75	1.36	0.10	7.22	0.31	7.53

APPENDIX B - SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) - "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) - "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) - "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
CP	72	C-CM-07	WAXDALE - BURLINGTON	WAXDALE,WI - STURTEVANT,WI	0.23	0.06	0.00	0.29	0.01	0.30
CP	73	C-FOLA-01	FOX LAKE	RONDOUT,IL - FOX LAKE,IL	1.82	0.05	0.00	1.87	0.08	1.95
CP	74	C-SHEL-01	SHELDON	MASON CITY,IA - SHELDON,IA	3.06	0.76	0.00	3.81	0.16	3.98
CP	75	C-MACI-01	MASON CITY	MARQUETTE,IA - MASON CITY,IA	5.32	1.28	0.96	7.56	0.32	7.88
CP	76	C-CHIC-01	CHICAGO	CHICAGO (Other)	16.58	4.23	14.18	34.99	1.50	36.49
CP	77	C-CHIC-02	CHICAGO	DAVIS JUNCTION,IL - SABULA DRAWBRIDGE,IA	15.57	2.73	17.10	35.40	1.51	36.91
CP	78	C-CHIC-03	CHICAGO	RANDALL ROAD,IL - DAVIS JUNCTION,IL	8.97	2.44	15.59	27.00	1.15	28.15
CP	79	C-ROCK- 01	ROCKFORD	DAVIS JUNCTION,IL - WEST YARD,WI	0.13	0.03	0.01	0.17	0.01	0.18
CP	80	C-ROCK- 02	ROCKFORD	WEST YARD,WI - JANESVILLE,WI	0.21	0.08	0.00	0.29	0.01	0.30
CP	81	C-ELGI-01	ELGIN	BENSENVILLE METRA,IL - RANDALL ROAD,IL	9.70	2.61	17.44	29.75	1.27	31.02
CP	82	C-ELGI-02	ELGIN	BENSENVILLE,IL - TOWER B12,IL	93.95	22.87	20.11	136.94	5.85	142.79
CP	83	C-ELGI-03	ELGIN	CRAGIN JUNCTION,IL - RIVER GROVE,IL	37.31	8.93	3.62	49.86	2.13	51.99
CP	84	C-ELGI-04	ELGIN	ELGIN (Other)	5.27	1.24	0.09	6.60	0.28	6.89

APPENDIX B - SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Workpaper "MGT Base" (Col. BH)	Density Data Workpaper [= "MGT Org Y3" (BJ) - "MGT Base" (BH)]	Density Data Workpaper [= "MGT Syn Y3" (BI) - "MGT Base" (BH)]	Application Exh. 14 Density Data Workpaper "MGT All Y3" (BK)	Density Data Workpaper [= "MGT Org Y5" (BM) - "MGT Org Y3" (BJ)]	Density Data Workpaper "MGT All Y5" (BN)
CP	85	M-CHIC-01	MTP TOWER B17-TOWER A20	MTP TOWER B17- TOWER A20 (Other)	29.95	7.32	0.75	38.03	1.63	39.65
CP	86	M-CHIC-02	MTP BRC TRACKS	MTP BRC TRACKS (Other)	23.09	5.53	0.98	29.60	1.27	30.87
CP	87	S-CHIC-01	NS CHICAGO LINE	CP 502,IN - ROCK ISLAND JCT,IL	10.19	2.46	1.38	14.03	0.60	14.63
CP	88	S-CHIC-02	NS CHICAGO LINE	PORTER,IN - CP 502,IN	8.76	2.10	0.94	11.81	0.50	12.31
CP	89	S-CHIC-03	NS CHICAGO LINE	ELKHART,IN - PORTER,IN	8.76	2.10	0.94	11.81	0.50	12.31
CP	90	S-CHIC-04	NS CHICAGO LINE	OH/IN NSHUNTINGTON,OH - ELKHART,IN	8.82	2.12	0.95	11.89	0.51	12.40
CP	91	S-HUNT- 01	NS HUNTINGTON DISTRICT	MONTELLIER,OH - OH/IN NSHUNTINGTON,OH	8.82	2.12	0.95	11.89	0.51	12.40
CP	92	S-DETR-01	NS DETROIT DISTRICT	MI/OH NSDETROIT,MI - MONTELLIER,OH	8.86	2.13	0.95	11.94	0.51	12.45
CP	93	S-DETR-02	NS DETROIT DISTRICT	MILAN,MI - MI/OH NSDETROIT,MI	8.86	2.13	0.95	11.94	0.51	12.45
CP	94	S-DETR-03	NS DETROIT DISTRICT	OAKWOOD,MI - MILAN,MI	8.60	2.07	0.92	11.59	0.50	12.09
CP	95	C-DAVE- 01	DAVENPORT	SABULAJA,IA - CLINTON,IA	22.09	5.76	23.13	50.99	2.18	53.17
CP	96	C-DAVE- 02	DAVENPORT	CLINTON,IA - WATER WORKS,IA	15.36	3.98	18.47	37.82	1.62	39.44
CP	97	C-DAVE- 03	DAVENPORT	WATER WORKS,IA - NAHANT,IA	15.36	3.98	18.47	37.82	1.62	39.44

APPENDIX B - SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) - "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) - "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) - "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
CP	98	C-NITR-01	NITRIN	EAST MOLINE,IL - CEFFCO,IL	0.21	0.04	0.08	0.33	0.01	0.34
CP	99	C-OTTU- 01	OTTUMWA	NAHANT,IA - MUSCATINE,IA	13.32	3.50	18.54	35.36	1.51	36.87
CP	100	C-OTTU- 02	OTTUMWA	MUSCATINE,IA - OTTUMWA,IA	14.78	3.94	21.68	40.40	1.73	42.13
CP	101	C-ELDR-01	ELDRIDGE SPUR	WATER WORKS,IA - MOUNT JOY,IA	0.75	0.02	0.00	0.77	0.03	0.80
CP	102	C-LARE-01	LAREDO	OTTUMWA,IA - MO/IA LAREDO,MO	10.37	2.91	25.42	38.70	1.65	40.36
CP	103	C-LARE-02	LAREDO	MO/IA LAREDO,MO - LAREDO,MO	10.37	3.02	31.66	45.05	1.93	46.98
CP	104	C-KACI-01	KANSAS CITY NORTH	KANSAS CITY NORTH (Other)	12.37	3.48	31.42	47.27	2.02	49.29
CP	105	C-KACI-02	KANSAS CITY	POLO,MO - AIRLINE JCT,MO	10.49	3.09	33.83	47.42	2.03	49.44
CP	106	C-CANA- 01	CANADIAN	WHITEHALL,NY - ROUSES POINT,NY	10.88	2.63	0.15	13.67	0.58	14.25
CP	107	C-CANA- 02	CANADIAN	CPC 38,NY - WHITEHALL,NY	10.59	2.67	0.00	13.25	0.57	13.82
CP	108	C-CANA- 03	CANADIAN	CPR CANADIAN MOHAWK YD,NY - CPC 38,NY	10.59	2.67	0.00	13.25	0.57	13.82
CP	109	C-CACO- 01	CANADIAN CONNECTOR	CANADIAN CONNECTOR (Other)	5.95	1.46	0.00	7.40	0.32	7.72
CP	110	C-FRNO- 01	FREIGHT NORTH	MECHANICVILLE,NY - MOHAWK YD,NY	8.81	2.14	0.13	11.08	0.47	11.56

APPENDIX B - SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTs	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTs [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTs [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) - "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) - "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) - "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
CP	111	C-FRNO-02	FREIGHT NORTH	MOHAWK YD,NY - SCHENECTADY,NY	6.08	1.52	0.00	7.59	0.32	7.92
CP	112	C-COLO-01	COLONIE	ALBANY,NY - MECHANICVILLE,NY	8.81	2.15	0.14	11.10	0.47	11.58
CP	113	C-NEWP-01	NEWPORT	BORDER,PQ - NEWPORT,VT	0.22	0.04	0.00	0.26	0.01	0.27
CP	114	C-MOOS-01	MOOSEHEAD EAST	BROWNVILLE JCT,ME - BOUNDARY,PQ	3.23	0.80	0.23	4.26	0.18	4.45
CP	115	C-BANG-01	BANGOR	SEARSPORT,ME - BROWNVILLE JCT,ME	1.64	0.42	0.00	2.06	0.09	2.15
CP	116	C-ROCL-01	ROCKLAND	ROCKLAND,ME - BRUNSWICK,ME	0.02	0.00	0.00	0.02	0.00	0.02
CP	117	C-MILL-01	MILLINOCKET	BROWNVILLE,ME - MAINE NORTHERN JCT,ME	0.97	0.27	0.00	1.24	0.05	1.29
KCS	118	K-PITT-01	PITTSBURG	KANSAS CITY,MO - PITTSBURG,KS	37.98	5.41	29.14	72.53	1.64	74.17
KCS	119	K-MEXI-01	MEXICO	KANSAS CITY,MO - SLATER,MO	5.83	0.93	0.80	7.56	0.17	7.73
KCS	120	K-MEXI-02	MEXICO	SLATER,MO - MEXICO,MO	3.71	0.57	0.56	4.85	0.11	4.96
KCS	121	K-ROOD-01	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	3.39	0.52	0.52	4.43	0.10	4.53
KCS	122	K-SPRI-01	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	0.03	0.01	0.00	0.03	0.00	0.03

APPENDIX B – SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) – "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) – "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) – "MGT Org Y3" (BU)]	Density Data Worksheet "MGT All Y5" (BN)
KCS	123	K-SPRI-02	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	0.03	0.01	0.00	0.03	0.00	0.03
KCS	124	K-SPRI-03	SPRINGFIELD	SPRINGFIELD (Other)	0.01	0.00	0.00	0.01	0.00	0.01
KCS	125	K-JACK-01	JACKSONVILLE	MURRAYVILLE,IL - JACKSONVILLE,IL	0.43	0.12	0.00	0.55	0.01	0.56
KCS	126	K-GODF- 01	GODFREY	ROODHOUSE,IL - GODFREY,IL	1.11	0.16	0.18	1.45	0.03	1.48
KCS	127	K-ESLT-01	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	7.76	1.21	1.18	10.15	0.23	10.38
KCS	128	K-ESLT-02	EAST ST LOUIS TERMINAL	EAST ST LOUIS TERMINAL (Other)	2.12	0.17	0.00	2.29	0.05	2.34
KCS	129	K-HEAV- 01	HEAVENER	PITTSBURG,KS - WATTS,OK	36.90	5.18	30.27	72.35	1.63	73.98
KCS	130	K-HEAV- 02	HEAVENER	WATTS,OK - POTEAU,OK	33.51	4.68	28.19	66.38	1.50	67.88
KCS	131	K-HEAV- 03	HEAVENER	POTEAU,OK - HEAVENER,OK	34.94	4.84	29.93	69.71	1.57	71.28
KCS	132	K-FSB-01	FORT SMITH BRANCH	POTEAU,OK - FORT SMITH,AR	1.63	0.42	0.00	2.04	0.05	2.09
KCS	133	K-SHRE-01	SHREVEPORT	HEAVENER,OK - DE QUEEN,AR	32.35	4.43	28.28	65.06	1.47	66.53
KCS	134	K-SHRE-02	SHREVEPORT	DE QUEEN,AR - ASHDOWN,AR	40.50	5.71	24.91	71.11	1.61	72.72
KCS	135	K-SHRE-03	SHREVEPORT	ASHDOWN,AR - SHREVEPORT,LA	32.42	4.19	36.00	72.61	1.64	74.24
KCS	136	K-SHRE-04	SHREVEPORT TERMINAL 1	SHREVEPORT TERMINAL 1 (Other)	67.53	9.39	37.52	114.43	2.58	117.02
KCS	137	K-SHRE-05	SHREVEPORT TERMINAL 2	SHREVEPORT TERMINAL 2 (Other)	58.76	8.82	8.34	75.92	1.71	77.63

APPENDIX B - SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) - "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) - "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)]	Density Data Worksheet [= "MGT Org Y5" (BM) - "MGT Org Y3" (BU)]	Density Data Worksheet "MGT All Y5" (BN)
KCS	138	K-GREE-01	GREENVILLE	GREENVILLE, TX - WYLIE, TX	15.86	2.21	8.19	26.25	0.59	26.85
KCS	139	K-GREE-02	GREENVILLE	SHREVEPORT, LA - GREENVILLE, TX	14.77	2.15	5.97	22.90	0.52	23.41
KCS	140	K-ALLI-01	ALLIANCE	ALLIANCE, TX - METRO, TX	1.07	0.14	2.03	3.25	0.07	3.32
KCS	141	K-ALLI-02	ALLIANCE	METRO, TX - RENNER, TX	1.64	0.24	2.25	4.13	0.09	4.22
KCS	142	K-ALLI-03	ALLIANCE	RENNER, TX - WYLIE, TX	1.90	0.21	2.14	4.25	0.10	4.34
KCS	143	K-DALL-01	DALLAS	DALLAS, TX - WYLIE, TX	2.81	0.41	0.56	3.77	0.09	3.86
KCS	144	K-WRB-01	WHITE ROCK BRANCH	RENNER, TX - DALLAS, TX	1.27	0.46	0.00	1.73	0.04	1.77
KCS	145	K-BEAU-01	BEAUMONT	SHREVEPORT, LA - LEESVILLE, LA	26.24	3.36	26.31	55.91	1.26	57.18
KCS	146	K-BEAU-02	BEAUMONT	LEESVILLE, LA - DE QUINCY, LA	27.44	3.43	30.61	61.48	1.39	62.87
KCS	147	K-BEAU-03	BEAUMONT	DE QUINCY, LA - BEAUMONT, TX	23.07	2.89	25.33	51.29	1.16	52.45
KCS	148	K-BEAU-04	BEAUMONT	BEAUMONT, TX - PORT ARTHUR, TX	14.30	1.08	36.35	51.74	1.17	52.91
KCS	149	U-BEAU-01	UP BEAUMONT TO ROSENBERG	BEAUMONT TO ROSENBERG	19.28	2.68	14.05	36.01	0.81	36.82
KCS	150	K-LACH-01	LAKE CHARLES	DE QUINCY, LA - MOSSVILLE, LA	7.80	1.20	1.00	10.01	0.23	10.23
KCS	151	K-LACH-02	LAKE CHARLES	MOSSVILLE, LA - WEST LAKE, LA	5.45	1.47	0.00	6.92	0.16	7.08

APPENDIX B – SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) – "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) – "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)	Density Data Worksheet [= "MGT Org Y5" (BM) – "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
KCS	152	K-ROSE-01	ROSENBERG	ROSENBERG, TX - KENDLETON, TX	17.70	2.49	11.94	32.13	0.73	32.85
KCS	153	K-ROSE-02	ROSENBERG	KENDLETON, TX - VICTORIA, TX	18.37	2.63	11.63	32.63	0.74	33.37
KCS	154	U-VICT-01	VICTORIA TO ROBSTOWN	VICTORIA, TX - PLACEDO, TX (UP)	17.65	2.48	12.07	32.20	0.73	32.93
KCS	155	U-VICT-02	VICTORIA TO ROBSTOWN	PLACEDO, TX (UP) - ROBSTOWN, TX	17.65	2.48	12.07	32.20	0.73	32.93
KCS	156	K-LARE-01	KCS LAREDO	ROBSTOWN, TX - CORPUS CHRISTI, TX	26.94	4.40	0.68	32.02	0.72	32.74
KCS	157	K-LARE-02	KCS LAREDO	ROBSTOWN, TX - LAREDO, TX	37.95	5.65	11.66	55.27	1.25	56.51
KCS	158	K-ALEX-01	ALEXANDRIA	SHREVEPORT, LA - PINEVILLE JCT, LA	8.33	1.25	1.31	10.90	0.25	11.14
KCS	159	K-ALEX-02	ALEXANDRIA	PINEVILLE JCT, LA - LATANIER, LA	8.33	1.25	1.36	10.94	0.25	11.19
KCS	160	K-NEWO-01	NEW ORLEANS	LATANIER, LA - BATON ROUGE, LA	8.04	1.20	1.14	10.39	0.23	10.62
KCS	161	K-NEWO-02	NEW ORLEANS	BATON ROUGE, LA - NEW ORLEANS, LA	15.29	2.29	2.17	19.76	0.45	20.20
KCS	162	K-VICK-01	VICKSBURG	SHREVEPORT, LA - SIBLEY, LA	40.51	6.09	6.17	52.77	1.19	53.97
KCS	163	K-VICK-02	VICKSBURG	SIBLEY, LA - GIBSLAND, LA	38.62	5.81	5.91	50.34	1.14	51.48

APPENDIX B - SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Worksheet "MGT Base" (Col. BH)	Density Data Worksheet [= "MGT Org Y3" (BJ) - "MGT Base" (BH)]	Density Data Worksheet [= "MGT Syn Y3" (BI) - "MGT Base" (BH)]	Application Exh. 14 Density Data Worksheet "MGT All Y3" (BK)]	Density Data Worksheet [= "MGT Org Y5" (BM) - "MGT Org Y3" (BJ)]	Density Data Worksheet "MGT All Y5" (BN)
					(Col. BH)	(BH)]	(BH)]	(BK)	(BJ)]	(BN)
KCS	164	K-VICK-03	VICKSBURG	GIBSLAND,LA - MONROE,LA	41.25	6.18	6.11	53.54	1.21	54.75
KCS	165	K-VICK-04	VICKSBURG	MONROE,LA - VICKSBURG,MS	34.11	5.14	4.45	43.70	0.99	44.69
KCS	166	K-MERD- 01	MERIDIAN	VICKSBURG,MS - JACKSON,MS	34.02	5.15	3.48	42.65	0.96	43.62
KCS	167	K-MERD- 02	MERIDIAN	JACKSON,MS - NEWTON,MS	32.00	4.87	2.74	39.60	0.89	40.50
KCS	168	K-MERD- 03	MERIDIAN	NEWTON,MS - MERIDIAN,MS	27.85	4.15	5.05	37.04	0.84	37.88
KCS	169	K-ARTE- 01	ARTESIA	MERIDIAN,MS - ARTESIA,MS	5.94	0.90	0.71	7.56	0.17	7.73
KCS	170	K-ARTE- 02	ARTESIA	ARTESIA,MS - WEST POINT JUNCTION,MS	5.33	1.39	0.00	6.73	0.15	6.88
KCS	171	K-ARTE- 03	ARTESIA	WEST POINT JUNCTION,MS - TUPELO,MS	4.69	1.27	0.00	5.96	0.13	6.10
KCS	172	K-ARTE- 04	ARTESIA	TUPELO,MS - CORINTH,MS	3.75	0.96	0.00	4.71	0.11	4.82
KCS	173	K-TUSC-01	TUSCALOOSA	TUSCALOOSA (Other)	1.31	0.20	0.15	1.66	0.04	1.70
KCS	174	K-ABER- 01	ABERDEEN BRANCH	WEST POINT JUNCTION,MS - ABERDEEN,MS	2.29	0.57	0.00	2.86	0.06	2.92
KCS	175	K-COUN- 01	COUNCE BRANCH	CORINTH,MS - SHARPS,MS	1.97	0.52	0.00	2.49	0.06	2.54
KCS	176	K-COUN- 02	COUNCE BRANCH	SHARPS,MS - COUNCE,TN	1.57	0.41	0.00	1.98	0.04	2.03
KCS	177	K-GULF- 01	GULFPORT	HATTIESBURG,MS - DELISLE JUNCTION,MS	0.73	0.15	0.00	0.87	0.02	0.89

APPENDIX B - SUMMARY OF PREVIOUSLY-SUPPLIED SEGMENT DENSITY DATA

RR	MST SEG No.	SEGMENT CODE	SUBDIVISION	SEGMENT	(1)	(2)	(3)	(4)	(5)	(6)
					2019 BASE MGTS	ORGANIC GROWTH YEARS 1-3	TRANSACTION- RELATED MGT CHANGE	YEAR 3 MGTS [= (1)+(2)+(3)]	ADD'L ORGANIC GROWTH YEARS 4-5	YEAR 5 MGTS [= (4)+(5)]
					Master Segment Table ("MST") "Base"	MST reports aggregate "Organic Growth" for Years 1-5	MST "Merger Related Growth"	Not in MST	MST reports aggregate "Organic Growth" for Years 1-5	MST "2027 With Merger"
					Density Data Workpaper "MGT Base" (Col. BH)	Density Data Workpaper [= "MGT Org Y3" (BJ) - "MGT Base" (BH)]	Density Data Workpaper [= "MGT Syn Y3" (BI) - "MGT Base" (BH)]	Application Exh. 14 Density Data Workpaper "MGT All Y3" (BK)	Density Data Workpaper [= "MGT Org Y5" (BM) - "MGT Org Y3" (BJ)]	Density Data Workpaper "MGT All Y5" (BN)
KCS	178	K-GULF- 02	GULFPORT	DELISLE JUNCTION,MS - GULFPORT,MS	3.21	0.88	0.00	4.10	0.09	4.19