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August 22, 2022

BY ELECTRONIC FILING

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

ENTERED
Office of Proceedings
August 22, 2022
Part of
Public Record

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

Dear Ms. Brown:

I write on behalf of Applicants to correct typographical errors in Applicants' Response to Comments and Requests for Conditions, Opposition to Responsive Applications, and Rebuttal in Support of the Application, filed July 12, 2022 ("Applicants' Response"). In Table 1 of the Reply Verified Statement of Raymond A. Elphick and John F. Orr, the "Time SB" and "Time NB" for the "UP Bloomington – UP Inari" segment should be 30 minutes, instead of 25 minutes as indicated in Table 1. These typographical errors impacted the Table 1 "UP Bloomington – UP Inari" segment calculations of "Capacity 100%," "Capacity 65%," and "TPD at End of 2022 vs. 65%," which should be 41.1, 26.7, and 1.7 respectively. Additionally, the final column of Table 1 should include the heading "TPD at End of 2025 vs. 65%" instead of "TPD at End of 2022 vs. 65%." Applicants provide a revised Table 1 for the "UP Bloomington – UP Inari" segment below.

TABLE 1 – CORRECTED SEGMENT

CAPACITY CALCULATIONS AND REMAINING CAPACITY – VICTORIA TO ROBSTOWN

Subdivision	Segment	Length	Time SB	Time NB	Capacity 100%	Capacity 65%	TPD at End of 2025 vs. 65%
UP Brownsville	UP Bloomington - UP Inari	10,000	30	30	41.1	26.7	1.7

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The “UP Brownsville Capacity.xlsx” workpaper also includes the above mentioned typographical errors for the “UP Bloomington – UP Inari” segment in tabs “All UP Brownsville” and “All UP Brownsville-2014.” The necessary corrections are consistent with those set forth above.

Please contact me with any questions.

Respectfully submitted,



David L. Meyer

*Attorney for Canadian Pacific Railway
Limited*

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