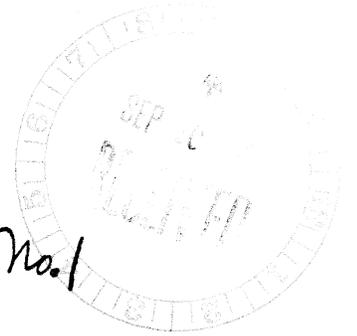


22 7831

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

FINANCE DOCKET NO. FD_35081_ Sub-No. 1



**CANADIAN PACIFIC RAILWAY COMPANY, ET AL.
-CONTROL-
DAKOTA, MINNESOTA & EASTERN RAILROAD CORP., ET AL.**

**UNITED TRANSPORTATION UNION LOCAL 911's
PETITION FOR ENFORCEMENT**

**UTU Local 911
DM&E Line Sale Subcommittee
Dennis W. Towner, Secretary
715D Maple Hills Drive East
Maplewood, MN 55117**

Dated September 1, 2010

**ENTERED
Office of Proceedings**

SEP 29 2010

**Part of
Public Record**

PREFACE AND SUMMARY OF ARGUMENT

United Transportation Union, Local 911 (“UTU 911”) petitions the Board for enforcement of its Decision No 29510 (the “Decision”), dated September 30, 2008. Specifically this petition asks the Surface Transportation Board to order Canadian Pacific Railway Company (hereinafter CPR) to negotiate Implementing Agreements with the UTU 911 and otherwise order CPR to comply with its application process representations and verified statements.

Information relied upon and previously filed with the STB includes:

1. STB Board Decision on September 30, 2008, STB document number FD_35081_0.
2. Finance Docket No 35081_0 Application by Canadian Pacific Railway Company, et al, - Control – Dakota, Minnesota & Eastern Railroad Corporation, et al, Volume I, Application and Exhibits.
3. Finance Docket No 35081_0 Application by Canadian Pacific Railway Company, et al., – Control – Dakota, Minnesota & Eastern Railroad Corporation, et al, Volume II, Verified Statements of Applicant Witnesses and Shippers.
4. Finance Docket No 35081_0 Applicants’ Response to Comments and Requests for Conditions and Rebuttal in Support of Application, Volume 1 of 2.
5. Comment letters by UTU Local 911 comment letters dated February 28, 2008, stamped and received by the Surface Transportation Board on March 7, 2008. (Exhibit B attached.)
6. Reply letter by UTU Local 911 comment letters to Canadian Pacific’s letter, dated May 12, 2008, stamped and received by the Surface Transportation Board on May 19, 2008. (Exhibit B1 attached.)

DISCUSSION

This matter arises out of the CPR Application and Operating Plan approved by the STB together with the representations and verified statements submitted by CPR in response to UTU Local 911’s comments and concerns submitted in Exhibits B and B1.

In particular, the comments and concerns by UTU 911 regarding the CPR's operation of more than one train per day in and out of St. Paul to La Crescent, Minnesota without negotiating the required implementing agreements. In May of 2008, UTU Local 911 predicted CPR would attempt to run more than one train in and out of St. Paul without entering into a negotiated agreement. At that time CPR boasted it was a non-existent problem of Local 911's own invention." See Exhibit C. The rooster has come home to roost. In fact, CPR is doing exactly as complained of in UTU Local 911's early comments and concerns. It is doing so without engaging in the promised good faith negotiation of an "implementing agreement" as described in the submissions of Frankenberg, Graham and Green.

UTU Local 911 requests the Surface Transportation Board enforce the terms and conditions of the CPR's Application and Operating Plan wherein CPR represented it would enter into implementing agreements for the operation of its trains on CPR property as a condition of seeking the STB's approval of the CPR applications. At the present time, CPR is running trains without a proper implementing agreement and denying Local 911 requests to meet and discuss an implementing agreement.

Specifically, Local UTU 911 requests that the Board carefully review the Petition and determine whether CPR has the right to run IC&E/DM&E Crews in the operation of more than one train a day in and out of St. Paul, MN to La Crescent, MN, without negotiating Implementing Agreements. CPR should be required to adhere to its originally stated intentions contained in its October 5, 2007, Application and Operating Plan (Exhibit G) along with various verified statements made throughout the Application to the Surface Transportation Board and should not be allowed to subvert the application

process by unilaterally modifying its implantation of the Operating Plan in a manner directly contrary to its verified statements and representations.

Consistent with the submissions of CPR and instructions and recommendation of the STB, UTU Local 911 has sought to meet with CPR to address the implementing agreement issues raised here. **(Exhibit K.)** CP Railway has continuously denied UTU Local 911 access to meetings and/or discussions regarding this matter. **See Exhibit A.**¹ Therefore, UTU Local 911 has no other option than to file this formal Petition for Enforcement with the Surface Transportation Board and seek enforcement of the promises, representations and verified statements submitted to the STB and relied upon by STB and UTU Local 911.

The issues raised by this Petition were raised by UTU Local 911's original comment/compliant letter dated February 28, 2008 to the Surface Transportation Board during the October 5, 2007, Finance Docket No. 38081_0, Canadian Pacific Railway Company, et al. – Control – Dakota Minnesota & Eastern Railroad Corporation, et al. See **Exhibit B** – attached copies of comment letter dated February 28, 2008 and **Exhibit B1** – Reply letter dated May 12, 2008.

By letter dated February 28, 2008 to the Surface Transportation Board UTU Local 911, raised this issue and states in Paragraph 6: “The other concern that Local 911 has is that the ICE Railroad runs into St. Paul with trackage rights, one train a day in and one train a day out, which was formally CP freight prior to the 1997 CP/IMRL spin off.”

¹ See Exhibit A: Emails requesting UTU 911 be in attendance at meetings one train a day in/out of St. Paul. A1: (8 pages) Emails from L 911 St/T D. Towner to C. Frankenberg & V. Graham also J. Nelson & R. Kerely requesting information and outcome from meeting. A2: (2 Pages) Letter from C. Frankenberg to L (11 S/T D. Towner stating meeting information had to be obtained through GO261 J. Nelson. A3: (2 pages) letter from J. Nelson to L 911 S/T D. Towner denying any negotiation between himself and CP Railway.

Paragraph 7 states: "The one ICE train a day operates from St. Paul to Kansas City seven days a week. If CP gets the STB regulatory approval then CP would most likely funnel or re-route freight down its former CP lines "ICE" to Kansas City on account of cheaper wages."

Paragraph 8 states: "Local 911 is asking the STB to personally have CP make a commitment to Local 911 for CP equity jobs to be put in place if CP plans on running more than one train a day in or out of St. Paul from the ICE Railroad. This may otherwise cause labor problems because the extra freight will come from CP. The ICE Crews stand to gain extra trains in and out of St. Paul which would create unfair labor practice."

At Page 2, Paragraphs 1 & 2 Local 911's letter requests: "CP Crews should be entitled to any extra freight that comes out of the St. Paul terminal going down to Kansas City on their former lines or any extra freight coming into St. Paul. The extra freight will come to the ICE lines if the CP gets the STB approval." "Local 911's position is that CP will most likely funnel extra freight to the ICE Crews which will be unfair to Local 911 members."

One of Local 911's arguments in opposition to the October 5, 2007 application was requesting conditions on the one train a day in and out of St. Paul and La Crescent, Minnesota. It is now apparent CP is using IC&E/DM&E Crews to operate more than their one train a day contrary to and in disregard to their stated Application and Operating Plan and doing switching at La Crescent yard. On April 18, 2008 CP states in Applicants Response to Comments and Requests for Conditions and Rebuttal in support of Application Volume 1 letter on Page 66 & 67, third paragraph, sentence 2 states: "Local

911 wants its members to share in this putatively expanded IC&E work. Id. This is a nonexistent problem of Local 911's own invention. As an initial matter, Soo does not currently operate train service between the Twin Cities and Kansas City, so the work of Soo Train Service Employees does not involve any such traffic. Moreover, Applicants have no plans to shift existing traffic from Soo Trains to IC&E Trains. However, the short answer to Local 911, again, is that if Soo and DM&E should, in the future, decide to carry out an operational change that is not now foreseen and that amounts to implementation of the proposed transaction, concerns such as those raised by Local 911 are among the matters that would appropriately be handled in the course of NEGOTIATING IMPLEMENTING AGREEMENTS under the protective conditions.”

Exhibit C: Page 66 & 67. Note this is exactly what is occurring and CPR has not entered into negotiation of an implementing agreement with UTU Local 911.

Volume I Application and Exhibits, Page 9, “The transaction will restore CPR’s direct access to the important Kansas City gateway (which it lost as a result of the sale of its Chicago-Kansas City line to IMRL in 1997)” Exhibit D: Page 9. CP has admitted that they lost the Kansas City corn lines in this statement in the 1997 transaction. At best, they had 33 1/3 shares up until July 22, 2002, when they sold the remaining shares off. CP has said that it has been more than a decade since it has had anything to do with the Kansas City corn lines. Now they have just advised UTU General Chairman Jim Nelson that they have trackage rights to run up to six (6) trains per calendar day. Exhibit A3, Paragraph 4 & Exhibit E, 4 pages.

UTU Local 911 can show that the Application and Operating Plan and verified Statements are not being followed. This is not because of new business but it is due to

shifting of work from CP Soo crews to DME/ICE crews at lower wages contrary to CPR's verified statements that such actions would not occur and they would not add new train service per the Operating Plan.

The most current Operating Plan for the October 5, 2007, line sale which CP announced would only run one train a day is simply not being followed. Local 911 ask the Surface Transportation board to require CP to live up to its stated commitment to Local 911 members and allow our members to work the trains that have always been worked by 911 members in and out of St. Paul, MN to La Crescent, MN. CP is giving pre-existing CP traffic to the IC&E/DM&E Crews and calling it overhead traffic under trackage rights arrangements which stems from the April 7, 1997 line sale with the IMRL and the Soo Line Railroad Company. Local 911 feel that the IMRL has not existed since July 22, 2002, when the CP also sold out their 33 1/3% interest. Therefore, a new trackage rights arrangement should have been updated. *Exhibit F: Green V.S.- Pg 3, 2nd Paragraph.*

Before the October 5, 2007 line transaction, Local 911 crews operated all the extra trains that ran from St. Paul to La Crescent, MN and return. Finance Docket No. 35081_0, Application by Canadian Pacific Railway Company, et al for Approval of Control of Dakota, Minnesota and Eastern Railroad Corporation, et al. Volume II, Verified statements of applicant witnesses and shippers are as follows.

Green verified statement, Page 3, states: The proposed acquisition of DM&E presents a further opportunity for CPR to EXPAND the geographic reach of its rail network and the position itself to respond to the growing demand for rail service.

Graham verified statement, Page 2, states: Using those traffic projections, we

developed an operating plan that takes full account of the volumes (and routing) of all traffic that CPR and DM&E anticipate will move on their respective lines by the third year after consummation of the proposed transaction. As the operating plan indicates, all of that projected growth can be accommodated WITHOUT ADDING NEW TRAIN SERVICES or significantly increasing yard activity. *Exhibit F: Graham V.S.- Pg 2, 2nd paragraph.*

Graham verified statement, Page 2, Paragraph 3, states: In my opinion, applicants' existing operations can be coordinated relatively simply and seamlessly. In the two major terminal areas in which CPR and DM&E connect (Chicago, Illinois and St. Paul, Minnesota), DM&E already operated into CPR's yard facilities (Bensenville yard in Chicago and St. Paul yard). In addition, CPR presently provides interchange and industry switching services for DM&E cars moving through those terminals following the proposed transaction, LOCAL OPERATIONS AT THOSE TWO TERMINALS WILL BE PERFORMED ESSENTIALLY AS THEY ARE TODAY. We, UTU Local 911, would expect CPR to adhere and uphold their own words, "In addition, CPR presently provides interchange and industry switching services for DM&E cars moving through those terminals." *Exhibit F: Graham V.S.- Pg 2, 3rd Paragraph, Pg 3, 1st Paragraph.*

Frankenberg verified statement, Page 4, Paragraph 1, states: It is not anticipated that the transaction will result in ANY OPERATIONAL CHANGES THAT WILL ADVERSELY AFFECT ANY SOO EMPLOYEES. *Exhibit F: Frankenberg V.S.-Pg 4, First Sentence.*

Frankenberg verified statement, Page 6, states: CPR IS COMMITTED TO RESOLVING LABOR AND EMPLOYEE ISSUES THAT MAY ARISE IN CONNECTION WITH THIS TRANSACTION THROUGH NEGOTIATION, WHEREVER POSSIBLE. *Exhibit F: Frankenberg V.S.- Pg 6 2nd Paragraph 2nd Sentence.*

In Volume I, Applications and Exhibits, Exhibit 13, Operating Plan, Page 32, Paragraph 2, states: Applicants' terminal operations at the St. Paul, MN and Chicago, IL should not be affected by the transaction. Currently, CPR (Soo Line) has terminal services agreements with DM&E and IC&E covering the Chicago, IL and St. Paul terminals. In both cities, DM&E delivers cars to the CPR Yard (one train per day at St. Paul, MN and three trains per week at Chicago Bensenville yard), and CPR performs switching, interchange, and local termination service on behalf of DME. *Exhibit G: Page 2, 2nd Paragraph.*

At no time in the CPR rebuttal letter dated April 18, 2008, did CPR mention that they had the rights, under old trackage right agreements to run up to six trains a calendar day into St. Paul; but instead gives misleading statements that they will negotiate an implementing agreement if the need arises. Not only is this misleading but also falsifying, that they would only run one train a day in and out of St. Paul and if operational change was to take place at that time, they would put it in writing that they would negotiate into implementing an Agreement.

CONCLUSION

Local 911 submits that STB Decision # 29510 is being violated by CPR and an order for enforcement should be issued requiring CPR to enter into Good Faith

negotiations with UTU Local 911 for an Implementing Agreement addressing the concerns of Local 911 stated in the original dated February 28 and May 12, 2008.

Local 911 have shown the following items. 1.) New Evidence provided to the Board which shows that CP is allowing DM&E crews to operate more than one train per day in and out of St. Paul, Minnesota and Marquette, Iowa on Train Numbers 270 & 271. 2.) New Evidence provided to the Board, which shows that the Board may need to enforce their decision due to the changed circumstances of CP's Operation by allowing DM&E/IC&E to operate more than one train per day in and out of St. Paul, Minnesota. 3.) The exhibits also show that CPR is not willing to communicate with UTU Local 911 who filled with STB. *Exhibit H: letter from J. Issacson to J. Nelson*

Local 911 has met its burden of showing, with substantial evidence, that the conditions Local 911 asked for in its February 28, 2008, comment letter, are not being complied with by CPR and they have not entered into an implementing agreement with respect to the STB decision on September 30, 2008, FD_35081_0. *Exhibit I: Pg 19, Paragraph 2 and Pg 51 Paragraph 2.*

It states on Page 38, should the Soo Line and DM&E decide to carry out an operational change, that is not now foreseen, and that amounts to implementation of the proposed transaction, concerns such as those raised by Local 911 would be handled appropriately in the course of NEGOTIATING IMPLEMENTING AGREEMENTS UNDER THE PROTECTIVE CONDITIONS. Extra trains running east out of St. Paul and extra trains running west out of Marquette will be shown on Train Assignment History that is attached. *Exhibit J: Train History from January 1, 2010 to May 31, 2010.*

CPR bought the IC&E/DM&E with only one train assignment running in and out

of St. Paul and La Crescent, Minnesota in October 5, 2007, and never mentioned running extra trains.

In fact, CPR made various verified statements on one train and no additional new train service, therefore, Local 911 is asking the STB to put a stop to CPR running extra trains with IC&E/DM&E crews, in and out of St. Paul and La Crescent, Minnesota, until CPR enters into an implementing agreement with Local 911.

The STB Office of Public Assistance, Government Affairs and Compliance in a letter dated May 10, 2010 suggested we would need to file a formal petition with the Surface Transportation Board signed by Thomas Brugman, Section Chief Exhibit K: Letter- two pages.

Accordingly, UTU 911, respectfully requests that the Board Enforces their Decision and grant these stated requests proposed by UTU Local 911.

Respectfully submitted,



Dennis W. Towner, Secretary
DM&E Line Sale Subcommittee
UTUT Local 911

Dated September 1, 2010

APPENDIX

- Exhibit A: E-mails requesting meeting regarding IC&E operating more than one train per day and switching cars at La Crescent.
- Exhibit A1: Communication between D.W. Towner and Ms. Frankenberg and Mr. Graham.
- Exhibit A2: Communication between Ms. Frankenberg to D.W. Towner.
- Exhibit A3: Communication from GO-261 Mr. Nelson to D.W. Towner – statement of not negotiating with CPR Labor Relations.
- Exhibit B: Letter dated 2/28/08 from D.W. Towner to STB original file.
- Exhibit B1: Rebut letter dated 5/12/08 from D.W. Towner to STB.
- Exhibit C: Applicant's response to comments dated 4/18/08.
- Exhibit D: Page 9, Paragraph 1 – CPR-2 DME-2.
- Exhibit E: CPR from info meeting with GO-261 Mr. Nelson, UTU Mr. Kerely, Ms. Frankenberg, VP CPR Labor Relations, Vern Graham, CP VP Operation dated Feb. 2, 2010.
- Exhibit F: Verified Statements, Vol. II, Oct. 5, 2007, Finance Docket # 35081, STB.
- Exhibit G: Application by CPR Vol. 1, Oct. 5, 2007 and exhibits.
- Exhibit H: Letter dated Jan. 27, 2010 to GO261 Mr. Nelson from Ms. Jennifer Isaacson Labor Relations, CPR.
- Exhibit I: STB Decision Docket # FD_35081_0 dated 9/30/08 # 29510.
- Exhibit J: List of work history – 1/1/10 to 9/2/10.
- Exhibit K: Letter dated May 10, 2010 from STB Section Chief Mr. Thomas Brugman to D.W. Towner.

CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing United Transportation Union, Local 911's Petition for Reconsideration to be served by first-class mail, postage pre-paid, this ____ day of _____, 2010 on all parties of record and the following persons specified in the Board's Decision dated (month, day year of decision here).

PARTIES OF RECORD

Person's name

Address

City/state/zip code

Represents: (state who they represent here)

- Parties marked with an asterisk are being served with both a "Public Version" and a "Highly Confidential Version" of this submission. All other parties are being served with only a "Public Version" of the submission.

UTU LOCAL 911



PETITION FOR ENFORCEMENT

Exhibits

Marjorie

From: "Jerry Ott" <mjott@wabasha.net>
To: "DENNIS W. TOWNER" <TOWNERDW@COMCAST.NET>
Cc: "Local 911 Mail" <utu911@wabasha.net>
Sent: Friday, April 02, 2010 8:38 AM
Subject: Fw: MEETING REQUEST 2-2-10 RESPONSE

----- Original Message -----

From: "Jerry Ott" <utu911@wabasha.net>
 To: "Jerry Ott" <mjott@wabasha.net>
 Sent: Thursday, April 01, 2010 7:21 PM
 Subject: Fw: MEETING REQUEST 2-2-10 RESPONSE

>
 > ----- Original Message -----
 > From: "Jerry Ott" <mjott@wabasha.net>
 > To: "Local 911 Mail" <utu911@wabasha.net>
 > Sent: Monday, February 15, 2010 12:32 PM
 > Subject: Fw: MEETING REQUEST 2-2-10 RESPONSE

>
 >
 >> ----- Original Message -----
 >> From: "Cathryn Frankenberg" <Cathryn_Frankenberg@cpr.ca>
 >> To: "Jerry Ott" <mjott@wabasha.net>
 >> Cc: "DENNIS W. TOWNER" <TOWNERDW@COMCAST.NET>; <RKerley@UTU.Org>;

>> <rjhill6854@aol.com>; <rusgolfs@aol.com>; ">" <slschingen@aol.com>;
 >> <c_miller@utu.org>; <Brian.OBoyle@stb.dot.gov>; "Jennifer Isaacson"
 >> <Jennifer_Isaacson@cpr.ca>; ">" <brugmant@stb.dot.gov>; ">" "Scott &
 >> Linnette Carlberg"" <carlberg@wwt.net>; "James Nelson"
 >> <go261@verizon.net>
 >> Sent: Monday, February 01, 2010 3:20 PM
 >> Subject: RE: MEETING REQUEST 2-2-10 RESPONSE

>>
 >>
 >> Jerry Ott,
 >>
 >> I am responding to you on behalf of Vern Graham, VP Operations, as he
 >> scheduled the February 2, 2010, meeting to discuss the issue filed by
 >> UTU Local # 911 before the Surface Transportation Board (STB). He and
 >> I talked about your request to attend the February 2nd discussion.
 >> Since he is traveling today and unable to respond, I am communicating
 >> the decision.
 >>
 >> Vern specifically invited UTU GC Nelson and VP Kerley to the meeting as
 >> they are his counterparts within UTU who are authorized to handle this
 >> type of issue. If UTU Local #911 has factual information that would
 >> facilitate understanding and/or resolution of the complaint filed with
 >> STB, that documentation should have been provided to GC Nelson. If you

>> have not already done so, I would encourage you to provide Mr. Nelson
>> with all salient material that supports UTU Local # 911's compliant.

>>
>> You will be advised if the parties conclude, at the end of the
>> discussions tomorrow, that a meeting involving UTU Local #911 is
>> warranted. If such meeting occurs, you should understand that it will
>> include UTU General Chairman Nelson and Labor Relations.

>>
>> Please be governed accordingly.

>>
>>
>> Cathryn S. Frankenberg
>> AVP Human Resources & Labor Relations - US

>>
>> February 1, 2010

>>
>>
>>
>>
>>

>> -----Original Message-----

>> From: Jerry Ott [mailto:mjott@wabasha.net]
>> Sent: Sunday, January 31, 2010 5:35 PM
>> To: Jennifer Isaacson; > To:; RKerley@UTU.Org; > Cc;;
>> rjhill6854@aol.com; rusgolfs@aol.com; >; c_miller@utu.org;
>> Brian.OBoyle@stb.dot.gov; >; Cathryn Frankenberg; > "Scott & Linnette
>> Carlberg"; Vern Graham
>> Cc: DENNIS W. TOWNER; Jerry Ott
>> Subject: MEETING REQUEST 2-2-10
>> Importance: High

>>
>> Ms. Isaacson,

>>
>> We the UTU 911 DM&E COMMITTEE request to be present at the meeting
>> scheduled

>> for February 2, 2010 at 10AM.

>> We filed our issues to the Surface Transportation Board, which was our
>> right

>> to do so. However, we would appreciate an
>> opportunity to discuss our issues with you directly with the facts in
>> hand.

>>
>> Respectfully,
>> Jerome J. Ott, LC 911

>>
>>
>>

>>> ----- Original Message -----

>>> From: "Jennifer Isaacson" <Jennifer_Isaacson@cpr.ca>
>>> To: <go261@verizon.net>; <RKerley@UTU.Org>
>>> Cc: <mjott@wabasha.net>; <rjhill6854@aol.com>; <rusgolfs@aol.com>;

>>> company accept no liability for any damage caused by any virus
>> transmitted
>>> by this email.
>>> This email transmission and any accompanying attachments contain
>>> confidential information intended only for the use of the individual
>> or
>>> entity named above. Any dissemination, distribution, copying or
>> action
>>> taken in reliance on the contents of this email by anyone other than
>> the
>>> intended recipient is strictly prohibited. If you have received this
>>> email
>>> in error please immediately delete it and notify sender at the above
>>> email
>>> address.
>>>
>>> Le courrier electronique peut etre porteur de virus informatiques. Le
>>> destinataire doit donc passer le present courriel et les pieces qui y
>> sont
>>> jointes au detecteur de virus. L' expediteur et son employeur
>> declinent
>>> toute responsabilite pour les dommages causes par un virus contenu
>> dans le
>>> courriel.
>>> Le present message et les pieces qui y sont jointes contiennent des
>>> renseignements confidentiels destines uniquement a la personne ou a l'
>>> organisme nomme ci-dessus. Toute diffusion, distribution,
>> reproduction ou
>>> utilisation comme reference du contenu du message par une autre
>> personne
>>> que
>>> le destinataire est formellement interdite. Si vous avez recu ce
>> courriel
>>> par erreur, veuillez le detruire immediatement et en informer l'
>>> expediteur
>>> a l' adresse ci-dessus.
>>> ----- IMPORTANT NOTICE - AVIS
>>> IMPORTANT -----
>>>
>>
>

April 1, 2010

Ms. C.S. Frankenberg
Assistant Vice President, Labor Relations
Soo Line Building
Box 530
Minneapolis, MN 55440
Cathryn_Frankenberg@cpr.ca

Mr. Vern Graham
President, DM&E
140 North Phillips Ave.
Sioux Falls, SD 57104
Vern_Graham@cpr.ca

Dear Ms. Frankenberg and Mr. Graham,

RE: DM&E Running more than one train a day in/out of St. Paul and La Crescent, MN.

Local 911 filed a comment / complaint on February 28, 2008 that was stamped Certified Received on March 7, 2008 by the Surface Transportation Board. This comment / complaint referenced different issues and this, specific issue surrounding the one (1) train per day operated by the DM&E / IC&E Crew in and out of St. Paul to La Crescent, MN.

CP states in their applicant's Response to Comments and Requests for Conditions and Rebuttal in Support of Application, Volume 1 of 2 dated April 18, 2008 on Page 67 that "concerns such as those raised by Local 911 are among the matters that would appropriately be handled in the course of negotiating implementing agreements or for DM&E / IC&E to stop running more than one (1) train a day in or out of St. Paul to La Crescent, MN."

The Local 911 UTU / DM&E Committee requested to be present at the meeting that was scheduled for February 2, 2010 at 10:00AM. This request was immediately denied by an email that was submitted by Ms C. S. Frankenberg stating that "Vern specifically invited UTU GO-261, James Nelson and International VP Robert Kerley to the meeting as they are his counterparts within UTU who are authorized to handle this type of issue."

Local 911 Committee is very troubled by being denied access to the above mentioned meeting when in fact, it was the UTU Local 911 Committee that filed and holds the sole authority in its entirety for request for assistance. Both the UTU General Chairman Nelson and Vice President Robert Kerley of the International UTU office ignored their opportunity to file a comment / complaint letter during the scheduling order of this transaction. Therefore, this is a Local 911 complaint that has been elevated as an informal complaint to the Surface Transportation Board Rail Customer & Public Assistance (RCPA) program.

Page 2

UTU Local 911 respects the offices of Mr. Kerley and Mr. Nelson, however they have no authority regarding the request for assistance filed by Local 911 to the Surface Transportation Board. Neither the UTU International Office nor the GO-261 General Chairman's Office filed, only Local 911 Committee did so.

The email received from Ms. C. S. Frankenberg on Monday February 1, 2010 was very disturbing as she states "If UTU Local 911 has factual information that would facilitate understanding and or resolution of the complaint filed with STB, that documentation should have been provided to GC Nelson. If you have not already done so, I would encourage you to provide Mr. Nelson with all salient material that supports UTU Local 911's complaint."

The usual procedure in setting up meetings or discussions would be to invite the Party that holds the complaint, certainly not to exclude them. This is unfair and unreasonable and even disrespectful toward the UTU Local 911 Committee.

Local 911 Committee requests to obtain copies of any and all information pertaining to the meeting held on February 2, 2010 at 10:00 AM including but not limited to all documentation presented for discussion, all power point presentations and complete transcribed copies of meeting minutes.

Local 911 Committee also requests to be included in all future meetings and or discussions regarding DM&E / IC&E operation issues on UTU 911 Seniority Districts.

It is difficult for Local 911 to try and resolve this situation when they are deliberately being excluded from the meetings / discussions. This is why Local 911 had to involve the Surface Transportation Board Rail Customer & Public Assistance Program (RCPA) at an informal level. Exclusion does not foster Resolution.

Local 911 Committee requests that CP send all documentation regarding the February 2, 2010 meeting. To include any additional documentation or information to Local 911 Committee that was used in allowing the DM&E / IC&E Crews to run more than one train a day in and out of St. Paul to La Crescent, MN. This is a clear violation of Local 911's River Seniority District.

Local 911 is further requesting Finance Docket Numbers or if it was filed under Sealed or Protective Orders than please provide dates and copies of such orders in which they were completed.

Local 911 feels that DM&E / IC&E has only produced one train a day in and out of St. Paul to La Crescent, MN for a number of years.

Trackage Rights must be incidental and that assignment must "occur at the time of the exempt acquisition or operation."

Local 911 expects that Canadian Pacific Railway will adhere to their original stated intentions by adhering to the information they submitted in the Application and Operating Plan of the October 5, 2007 transaction. Especially after our clearly stated concerns were brought to the attention of the Surface Transportation Board, then were completely dismissed by Ms. C. S. Frankenberg, CP Labor Relations. *She stated in: STB Finance Docket # 35081, page 66 CPR-14 DME-14 (a)*

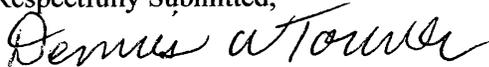
UTU Local 911 Public Version, paragraph 3 “that it is a non existent problem of 911’s own invention and that CPRC has no plans to shift existing traffic from Soo Line trains to IC&E trains.”

Obviously our concerns have become a reality, with disregard and infringement of Local 911’s Seniority District, Income Loss and Jobs Loss. It appears that the only **invention** was done by CP when stating their intentions to the STB.

Any existing traffic before the transaction was handled by CP Crews in and out of St. Paul and sometimes interchanged trains at La Crescent, MN with DM&E / IC&E Railroad or would yard the train and tie down and DM&E / IC&E Crews would arrive later and operate it out of La Crescent, onto their line South toward Kansas City.

Local 911 would ask that the information requested in this letter be submitted within fifteen (15) days from the date of this letter.

Respectfully Submitted,



D. W. Towner
Secretary DM&E Line Sale-Local 911Committee

CC: Thomas J. Brugman
Section Chief – Rail Customer and Public Assistance Program
STB/OPAGAC (Office of Public Assistance, Governmental Affairs and Compliance)
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139 W. Cook Street
Portage, WI 53901
GO261@verizon.net

Mr. Robert Kerley
320 Hickory Lane
Ozark, MO 65721
R_Kerely@UTU.org

Mr. Arty Martin
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ADDRESS SHEET

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Mr. Robert Kerley
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Ozark, MO 65721
R_Kerely@UTU.org

Mr. Arty Martin
A_Martin@UTU.org

April 1, 2010

Mr. James Nelson
139 W. Cook Street
Portage, WI 53901

Mr. Robert Kerley
320 Hickory Lane
Ozark, MO 65721

Dear Sirs and Brothers,

RE: DM&E Running more than one train a day in/out of St. Paul and La Crescent, MN.

Local 911 filed a comment / complaint on February 28, 2008 that was stamped Certified Received on March 7, 2008 by the Surface Transportation Board. This comment / complaint referenced different issues and this, specific issue surrounding the one (1) train per day operated by the DM&E / IC&E Crew in and out of St. Paul to La Crescent, MN.

CP states in their applicant's Response to Comments and Requests for Conditions and Rebuttal in Support of Application, Volume 1 of 2 dated April 18, 2008 on Page 67 that "concerns such as those raised by Local 911 are among the matters that would appropriately be handled in the course of negotiating implementing agreements or for DM&E / IC&E to stop running more than one (1) train a day in or out of St. Paul to La Crescent, MN."

The Local 911 UTU / DM&E Committee requested to be present at the meeting that was scheduled for February 2, 2010 at 10:00AM. This request was immediately denied by an email that was submitted by Ms C. S. Frankenberg stating that "Vern specifically invited UTU GO-261, James Nelson and International VP Robert Kerley to the meeting as they are his counterparts within UTU who are authorized to handle this type of issue."

Local 911 Committee is very troubled by being denied access to the above mentioned meeting when in fact, it was the UTU Local 911 Committee that filed and holds the sole authority in its entirety for request for assistance. Both the UTU General Chairman Nelson and Vice President Robert Kerley of the International UTU office ignored their opportunity to file a comment / complaint letter during the scheduling order of this transaction. Therefore, this is a Local 911 complaint that has been elevated as an informal complaint to the Surface Transportation Board Rail Customer & Public Assistance (RCPA) program.

UTU Local 911 respects the offices of Mr. Kerley and Mr. Nelson, however they have no authority regarding the request for assistance filed by Local 911 to the Surface Transportation Board. Neither the UTU International Office nor the GO-261 General Chairman's Office filed, only Local 911 Committee did so.

The email received from Ms. C. S. Frankenberg on Monday February 1, 2010 was very disturbing as she states "If UTU Local 911 has factual information that would facilitate understanding and or resolution of the complaint filed with STB, that documentation should have been provided to GC Nelson. If you have not already done so, I would encourage you to provide Mr. Nelson with all salient material that supports UTU Local 911's complaint."

The usual procedure in setting up meetings or discussions would be to invite the Party that holds the complaint, certainly not to exclude them. This is unfair and unreasonable and even disrespectful toward the UTU Local 911 Committee.

Local 911 Committee requests to obtain copies of any and all information pertaining to the meeting held on February 2, 2010 at 10:00 AM including but not limited to all documentation presented for discussion, all power point presentations and complete transcribed copies of meeting minutes.

Local 911 Committee also requests to be included in all future meetings and or discussions regarding DM&E / IC&E operation issues on UTU 911 Seniority Districts.

It is difficult for Local 911 to try and resolve this situation when they are deliberately being excluded from the meetings / discussions. This is why Local 911 had to involve the Surface Transportation Board Rail Customer & Public Assistance Program (RCPA) at an informal level. Exclusion does not foster Resolution.

Local 911 Committee requests that CP send all documentation regarding the February 2, 2010 meeting. To include any additional documentation or information to Local 911 Committee that was used in allowing the DM&E / IC&E Crews to run more than one train a day in and out of St. Paul to La Crescent, MN. This is a clear violation of Local 911's River Seniority District.

Local 911 is further requesting Finance Docket Numbers or if it was filed under Sealed or Protective Orders than please provide dates and copies of such orders in which they were completed.

Local 911 feels that DM&E / IC&E has only produced one train a day in and out of St. Paul to La Crescent, MN for a number of years.

Trackage Rights must be incidental and that assignment must "occur at the time of the exempt acquisition or operation."

Local 911 expects that Canadian Pacific Railway will adhere to their original stated intentions by adhering to the information they submitted in the Application and Operating Plan of the October 5, 2007 transaction. Especially after our clearly stated concerns were brought to the attention of the Surface Transportation Board, then were completely dismissed by Ms. C. S. Frankenberg, CP Labor Relations. *She stated in: STB Finance Docket # 35081, page 66 CPR-14 DME-14 (a)*

UTU Local 911 Public Version, paragraph 3 “that it is a non existent problem of 911’s own invention and that CPRC has no plans to shift existing traffic from Soo Line trains to IC&E trains.”

Obviously our concerns have become a reality, with disregard and infringement of Local 911’s Seniority District, Income Loss and Jobs Loss. It appears that the only **invention** was done by CP when stating their intentions to the STB.

Any existing traffic before the transaction was handled by CP Crews in and out of St. Paul and sometimes interchanged trains at La Crescent, MN with DM&E / IC&E Railroad or would yard the train and tie down and DM&E / IC&E Crews would arrive later and operate it out of La Crescent, onto their line South toward Kansas City.

Local 911 would ask that the information requested in this letter be submitted within fifteen (15) days from the date of this letter.

Respectfully Submitted,

D. W. Towner
Secretary DM&E Line Sale-Local 911 Committee

CC: Thomas J. Brugman
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ADDRESS SHEET

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**CANADIAN
PACIFIC**

LABOR RELATIONS

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TEL (612) 904-6182
FAX (612) 904-6184

In Response Please Refer to
File:

EXHIBIT A-2

0-0128-008

May 12, 2010

Dennis W. Towner
UTU Local 911 Committee
715 Maple Hills Dr Apt D
St. Paul, MN 55117-2865

Dear Mr. Towner:

This responds to your letter of April 24, 2010, addressed to Vern Graham and me.

First, it has long been Soo's understanding that the UTU General Chairman, and not an officer of a UTU local committee, has the authority to negotiate Railway Labor Act collective bargaining agreements with Soo; interpret those agreements; handle and resolve claims that may arise under those agreements; and, as may be necessary, negotiate and handle disputes arising under implementing agreements under protective conditions imposed by the Surface Transportation Board. We believe this continues to be the position of the UTU itself.

We did meet in February with General Chairman Nelson and Vice President Kerley, and reviewed with them the trackage rights operations that DM&F conducts between La Crescent and St. Paul, Minnesota. We explained that those operations are conducted in strict accordance with all applicable agreements. We reached an understanding that if UTU should, in the future, have reason to believe that work covered by Soo-UTU labor agreement has been improperly performed by DM&E employees, UTU will file a claim under the agreement; and we agreed that the carrier will expedite the handling of any such claim if General Chairman Nelson would send the claim directly to my office. We are not aware, however, that there would be any basis for such a claim, and we have not heard that any employee has actually filed a claim in connection with those operations.

If you would like a more detailed accounting of what occurred at our meeting, I suggest that you consult with Mr. Nelson. The carrier is always agreeable to meeting with our employees' bargaining representative about matters of mutual concern. However, the carrier does not plan to meet with Local 911 representatives in connection with this matter.

As information, DM&E's trackage rights operations between La Crescent and St. Paul are authorized by an agreement entered into in 1997 by Soo and I&M Rail Link, which was assumed by IC&E and subsequently DM&E. That agreement permits DM&F to run up to six trains per day, carrying overhead traffic between the two points. In fact DM&E

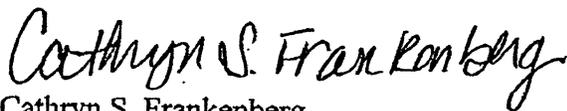
0-0128-008
May 12, 2010
Page 2 of 2

has ordinarily been running one train per day in each direction, with occasional extra sections or unit trains as business needs may require, which is about the same as experience under IMRL and IC&E.

It appears that you may be confusing DM&E's north-south trackage rights operations between La Crescent and St. Paul with the completely separate east-west operations conducted by Soo itself between Minnesota City and Chicago. In our application for Surface Transportation Board approval of CP's acquisition of CM&E, we explained our plans to shift some traffic, previously carried by DM&E (IC&E) trains, to trains that were already operated by Soo over its own territory. We did not anticipate that this change would affect Soo employment at all. In fact, since implementing the shift in traffic from DM&E to Soo, we have added two new daily Soo trains over the route from Minnesota City to Chicago (one in each direction), and we have also added related switching assignments at LaCrosse, Wisconsin and Winona, Minnesota. These provide additional work opportunities for Soo employees. Conductors who are likely to be members of Local 911 receive a portion of the new road assignments and all of the new switching assignments; we cannot imagine why Local 911 would consider this to be an unfavorable development.

Soo and DM&E continue to operate strictly in accordance with the 1997 trackage rights agreement and with the authorization granted by the Surface Transportation board in its decision approving CP's acquisition of control of DM&E. If any UTU-represented Soo employee should be adversely affected by the DM&E acquisition, that employee will have the right to file a claim under the New York dock protective conditions that were imposed on that transaction. No such claims have been submitted. This is not surprising, because, as I have explained, the effect of the transaction on Soo conductors in particular has been beneficial.

Sincerely,



Cathryn S. Frankenberg
AVP Labor Relations/Human Resources - U.S.

- cc: Thomas J. Brugman, Section Chief - Rail Customer/Public Assistance
- Brian O'Boyle, STB Rail Customer/Public Assistance
- Daniel R. Elliott III, STB Chairman
- James Nelson, General Chairman UTU
- Robert Kerley, VP UTU
- Arty Martin, VP UTU
- Vern Graham, VP Operations & President DM&E

united transportation union

General Committee of Adjustment GO-261
SOO LINE R.R.

EXHIBIT A-3

J. H. Nelson Chairman
139 W Cook Street
Portage, WI 53901
Office 608-745-1700
FAX 608-742-1708
E-Mail: go261@verizon.net



Executive Committee
T. H. Baird, Vice Chair
G.R. Rutledge, Vice Chair
R. G. Haugen, Vice Chair
R. J. Hill, Secretary

May 14, 2010

D. W. Towner
715 D Maple Hills Drive E
Maplewood, MN 55117

RE: DM&E running more than one train a day in/out of St Paul & La Crescent, MN

Brother Towner,

Reference your letter of April 23, 2010 concerning Local 911's informal complaint to the Surface Transportation Board relative to the trackage rights operation of certain trains on CP territory.

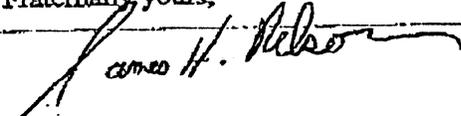
Prior to our meeting with the Carrier on February 2, 2010, Local Chairman Ott made it clear to me (and I made it clear to the Carrier) that I had not been authorized by the Local to handle their STB complaint or to respond to any information or position the Carrier might have regarding that regulatory complaint. Thus, our conversation with the Carrier during that meeting focused on the application of the collective bargaining agreement and not on the Local's STB complaint.

This information was provided to your local the same evening by UTU Vice President Kerley and me. During your local meeting that evening I was asked to write to the International President to request an opinion as to whether or not that trackage rights operation is limited to one train per day as asserted by Local 911. The subsequent response to my February 12, 2010 letter to President Fufhey concerning subject complaint was forwarded to your local. Therein, you were advised that "... we are unable to find any STB decision limiting the exercise of subject trackage rights to one train per day."

It appears that CP granted trackage rights between St. Paul and LaCrescent to the Illinois & Missouri Rail Link (I&M) for the operation of no more than 6 trains per day on a regular basis in Finance Docket 33326 (2/7/97). Then in Finance Docket 34177 (2002) the Illinois, Chicago & Eastern (ICE) purchased I&M, succeeding to those trackage rights. Finally, in Finance Dockets 35081 and 35202 (2008) ICE merged with the Dakota, Minnesota and Eastern (DME), with the merged entity retaining those trackage rights, and thereafter CP acquired DME/ICE.

Since I cannot act on Local 911's behalf with regard to the STB complaint, and since no contractual claim or grievance has been forwarded to me for handling, I am unable to provide any further response.

Fraternally yours,



James Nelson
General Chairman

cc: Arty Martin - UTU Vice President
Robert Kerley - UTU Vice President

221781



united transportation union



February 28, 2008

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Office of Proceedings

MAR 7 - 2008

Part of
Public Record

Surface Transportation Board
395 E Street S W.
Washington, DC 20423

RE. Finance Docket No. 35081, Canadian Pacific Railway Company, et al. -- Control --
Dakota Minnesota & Eastern Railroad Corporation, et al.

Dear Surface Transportation Board Members,

Local 911 UTU is the biggest Union Local that CP Rail has in North America and more members in this Local can be adversely affected by the DME/ICE CP Line Purchases than any other Local.

It would be a detrimental for the STB to allow the CP Railroad to allow the DME or ICE Crews to operate out of the Minnesota City gateway onto the CP Rail main line, other than trackage rights already in effect. It should be pointed out to the STB that under the 1997 CP/IMRL Line Sale and the July 22, 2002 IMRL/DME Line Sale that these Railroads were to only use Minnesota City gateway as an interchange point and CP Crews would take freight cars or trains out of Minnesota City with CP Crews.

Operation of trains or any freight out of Minnesota City onto CP Railroad main line goes to the CP Crews.

It would not be right for the CP to merely use ICC Authorization to achieve and grant the DME or ICE trackage rights out of Minnesota City gateway to lower labor costs on account that DME and ICE Railroad Employee's wages are cheaper than CP Railroad Employee's

Bottom line, if any freight moves out of Minnesota City it should be manned by CP Crews. Otherwise, it will be an arrangement or merely a device to evade a Collective Bargaining Agreement.

The other concern that Local 911 has is that the ICE Railroad runs into St. Paul with trackage rights, one train a day in and one train a day out which was formally CP freight prior to the 1997 CP/IMRL spin off.

The one ICE train a day operates from St. Paul to Kansas City seven days a week.

If CP gets the STB regulatory approval then CP would most likely funnel or re-route freight down it's former CP lines "ICE" to Kansas City on account of cheaper wages.

Local 911 is asking the STB to personally have CP make a commitment to Local 911 for CP equity jobs to be put in place if CP plans on running more than one train a day in or out of St Paul from the ICE Railroad. This may otherwise cause labor problems because the extra freight will come from CP. The ICE Crews stand to gain extra trains in and out of St. Paul which would create unfair labor practice.



CP Crews should be entitled to any extra freight that comes out of the St. Paul terminal going down to Kansas City on their former lines, or any extra freight coming into St. Paul. The extra freight will come to the ICE lines if the CP gets the STB approval.

Local 911 position is that CP will most likely funnel extra freight to the ICE Crews which will be unfair to Local 911 members.

Also, the Local 911's final concern is that the STB should make CP restore some of their former CP lines, which are now ICE lines, with CP equity jobs that were once held by CP Employee's before the 1997 line sale, if CP truly wants their former lines back.

Local 911 only supports this line sale if CP Railroad grants some type of protection to Local 911 members. After all, DME and ICE already has protection put in writing for their employee's for this line sale.

Thank you
Sincerely



Dennis w Towner
Secretary/Treasurer
UTU Local 911
715 D Maple Hills Dr E
Maplewood, MN 55117

222346



United Transportation Union



May 12, 2008

**BEFORE THE
SURFACE TRANSPORTATION BOARD
395 E STREET & W.
WASHINGTON, DC 20423**

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Office of Proceedings

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Public Record

RE: Finance Docket No. 35081

**CANADIAN PACIFIC RAILROAD COMPANY, et al - CONTROL
DAKOTA, MINNESOTA & EASTERN RAILROAD CORPORATION**

UTU LOCAL 911 REPLY LETTER TO CANADIAN PACIFIC'S LETTER

DATED 4-15-08 THE FILING OF THEIR REPLY. Pages 65, 66 and 67.

Canadian Pacific needs to explain the Minnesota City Gateway to the STB on how they plan on executing the extra Coal and Ethanol Trains and Combination Trains to get to Chicago. In Canadian Pacific's reply filing dated 4/18/08 on Page 66 the second paragraph states "Local 911 does not suggest how such operation might occur in the absence of either (1) a consolidation of work that would be subject to the New York Dock requirement of notice and an implementing agreement or (2) a new grant of trackage rights by SOO to DM&E or IC&E, which would carry its own employee protective conditions. In either event, any affected employees of SOO would be protected by the appropriate protective conditions". "(CP has never responded to our concerns and has failed to produce any labor protections that would cover current CP employees.)

This burden falls on CP Railroad to explain and not Local 911. Local 911 feels that CP should negotiate a settlement between the affected parties, rather than address a resolution imposed by a Government decree. Local 911 has asked for CP to voluntarily settle the issues addressed in our letter dated February 28, 2008, and received by the STB Board.

As far as CP stating in their letter filed on 4/18/08, page 67, paragraph two it states, "However, the lines in question were divested by SOO in 1997 and have not been part of the SOO System for more than a decade".

Local 911 would like to point out that CP owned 33 1/3% until July 22, 2002 when they sold all of their 33 1/3% of the IMRL that they (CP) owned to the DM&E Railroad to help form the IC&E Railroad. CP helped pioneer the IC&E Railroad. July 22, 2002 to October 5, 2007 is not a decade and when CP filed their application, it seems more like five years, two months and a few days and not more than a decade as CP is misrepresenting as a fact.

UTU LOCAL 911 REPLY LETTER TO CANADIAN PACIFIC'S LETTER

Page 2

Local 911 would also like to address the issue that CP has created on page 67, second paragraph, where it states, "finally, Local 911 apparently wants the Board to direct that Train service jobs on IC&E lines, now conducted by IC&E using it's own employees, should be taken away from those employees (who are BLET-Represented) and given to SOO Employees (who are UTU-Represented)".

Local 911 would like to make it clear, if any CP equity jobs would be imposed that BLET holds the representation for the Engineers and UTU holds the representation for Train Service Employees. So, why does CP feel Local 911 is raiding BLET jobs?

** (The fact is that Canadian Pacific Railway is just being divisive to divert attention away from the issues that need to be discussed and resolved. It is clear that CP is trying to cause in-fighting between the UTU and BLE&T to divert the issue at hand.)

Instead of addressing the issues of our letter, once again, in CP's original application filing dated October 5, 2007, Finance Docket Number 35081, Appendix F, DM&E blocking plans and schedule, pages 3 & 4; it clearly shows IC&E only running one train a day in and out of St. Paul.

Now CP has taken the position to say on Page 67 of the April 18, 2008 reply "filing that IC&E will continue to operate its own trains and will continue to employ its own employees and SOO will not operate IC&E trains."

But they do not bother about adding a sentence saying IC&E will not operate SOO Trains, favoring lower wages that could cause hardship to current CP Employees if CP starts to give extra trains to IC&E Crews and say it is IC&E freight, when in fact it has been proved that the IC&E only has one train a day in and out of St. Paul per Appendix F, operating plan pages 3 & 4.

CP does make a verified statement on Page 66 dated 4/18/08 of the reply filing, third paragraph where it states "Moreover, Applicants have no plans to shift existing traffic from SOO trains to IC&E trains." Local 911 would hope that the STB would make CP uphold their statements so there is no exchanging of trains or jobs to create a lower pay scale in place of the one that is currently in place and earned by CP Employees. Frankenberg also states in October 5, 2007 Application; page 4. "It is not anticipated that the transaction will result in any operational changes that will adversely affect any SOO employees."

Please impose protection for CP Employees that may be adversely affected. Canadian Pacific says that their employees are already protected. However, only the pre-1985 employees are protected under the employee protection agreement (EPA), not post-1985 employees.

** (It is UTU Local 911 position to request the Surface Transportation Board make whole the this portion of the IC&E Railroad back to the Canadian Pacific as a Class One Railroad. Protective conditions for all employees should be mandated. Lifetime guarantees implemented because of the history of the line being sold and purchased back, four times, with dates listed below. Essentially, impose the sort of Employee Protection that would be applied in a Merger Transaction.)

Local 911 does recognize the verified statements incorporating DM&E and IC&E only for convenience in the briefs and the DM&E does not have trackage rights on CP. Frankenberg V.S. page 2 states "(for convenience, I will refer to DM&E and IC&E collectively herein as DM&E); Foot V.S. page 1 (for convenience, I will refer to DM&E and IC&E collectively as DM&E); Graham V.S. page 2 (for convenience, I will refer to DM&E and IC&E collectively as DM&E). These quotes came from the October 5, 2007 filing. The Board should recognize CP's statements, Appendix F, Pages 3 & 4, as credible evidence to where the IC&E crews only operate one train a day in and out of St. Paul. Also, as credible evidence that could be recognized in CP's original filing dated October 5, 2007. "Application, exhibit 13- Page 32, second paragraph it states: in both cities, DM&E delivers cars to the CP yard (one train per day at St. Paul, Minnesota and three trains per week at Chicago, Bensenville Yard), and CPR performs switching, interchanges, and local termination service on behalf of the DME" ** (The facts are that the DM&E does not deliver any trains to St. Paul Yard or Chicago, Bensenville Yard. The IC&E Railroad does.) The statement Application, exhibit 13- Page 32, second paragraph it states: in both cities, DM&E delivers cars to the CP yard (one train per day at St. Paul, Minnesota and three trains per week at Chicago, Bensenville Yard), is incorrect.

UTU LOCAL 911 REPLY LETTER TO CANADIAN PACIFIC'S LETTER

Page 3

Therefore, any extra freight would obviously come from CP and therefore CP Crews should be entitled to any extra trains in and out of these terminals other than what was mentioned in the applicant's original October 5, 2007 filing, Appendix F. After all, IC&E has only produced the amount of trains in and out of St. Paul for a number of years which is covered under Appendix F, Pages 3 & 4.

The Board should compel the applicants to provide meaningful information to how CP plans on running the extra freight trains out of Minnesota City and any extra freight that comes in and out of St. Paul. CP denies that they will absorb DM&E/IC&E and in their reply letter dated April 12, 2008, page 67 paragraph two where they state, "Local 911's misconceived request seems to assume, contrary to fact, that CPR intends to absorb IC&E into CPR's existing SOO operations, and that IC&E trains will simply become SOO trains". In CP's application filing dated October 5, 2007, exhibit 13 - Page 29 they make the statement "Until CPR is able to fully exercise control of DM&E and IC&E. Also, in the same filing, Frankenberg verified statements on Pages 5 & 6 which states, "CPR cautions, however, the greater changes is possible once it has assumed control".

CP has bought the Kansas City Corn Lines twice; once in 1985 and now on October 5, 2007. With the history of the sale of these lines, it clearly shows some type of labor protection should be implemented and perhaps some CP equity jobs put back in place.

The Kansas City Corn Lines have been bought and sold four different times in the last 22 years. The first time, CP/SOO bought the Kansas City Corn Lines on February 19, 1985 along with buying other Milwaukee Road sections. The second time on April 4, 1997, CP selling to the IMRL Railroad; third time on July 22, 2002 CP selling it's 33 1/3% to the DM&E to form the IC&E Railroad and now the fourth time, October 5, 2007 with CP buying the DM&E / IC&E Railroad that incorporates the former Kansas City Corn Lines.

The UTU 911 Seniority Issues and Concerns:

Multiple overlapping of Seniority Districts between Local 911 Crews and IC&E Crews and the Gateway in and out of Minnesota City DM&E Crews that will be affected by this proposed purchase:

1. St. Paul MN to La Crosse WI- Local 911 Crews Seniority District to the gateway on to Chicago.
2. St. Paul to La Crescent MN- Milepost 159-Local 911 Crews Seniority District to the gateway on to Kansas City
3. Humboldt to Northfield, MN&S Savage Line- Seniority District St. Paul 911 Crews.
4. St. Paul to Corns Junction (old IM Line) - Seniority District St. Paul 911 Crews.
5. Minnesota City to Winona, interchange with the IC&E —St. Paul 911 Crews.

For the record we as UTU Local 911 do not oppose the purchase of the DM&E / IC&E Railway. We are requesting that all existing work and interchange rules will remain intact, appropriate labor protections will be afforded, and the wage and compensation packages on each respective property will be raised to the highest standard of the acquiring carrier. Furthermore, that all the safety standards required of a first class railroad be in effect for the entire system in question.

Respectfully Submitted,

Dennis W. Towner

Dennis W. Towner
UTU Local 911 Secretary/Treasurer
715 D Maple Hills Drive East
Maplewood, MN 55117

Attachments Enclosed

cc J. H. Nelson, General Chairman GO261
P. J. Qualy, MN State LR Director

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Canadian Pacific Railway Company, <i>et al.</i> – Control – Dakota, Minnesota & Eastern Railroad Corp., <i>et al.</i>)))))	Finance Docket No. 35081
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**APPLICANTS' RESPONSE TO COMMENTS
AND REQUESTS FOR CONDITIONS AND
REBUTTAL IN SUPPORT OF APPLICATION**

Volume 1 of 2

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1501 K Street, N.W.
Washington, D.C. 20005
(202) 736-8000

*Counsel for Canadian Pacific
Railway Company*

Dated: April 18, 2008

(a) UTU Local 911

UTU Local 911, which represents train service employees on a portion of SOO, has submitted comments asking the Board in general terms to impose protective conditions for the benefit of SOO employees.

Local 911 seeks relief in connection with two hypothetical circumstances it claims to envision, in which SOO employees might lose work to DM&E or IC&E train crews. First, Local 911 asks that DME crews not be allowed to operate DME trains “out of the Minnesota City [MN] gateway onto the CP Rail main line,” other than through the use of existing trackage rights. Comments of Local 911 at 1. Local 911 does not suggest how such operation might occur in the absence of either (1) a consolidation of work that would be subject to the *New York Dock* requirement of notice and an implementing agreement or (2) a new grant of trackage rights by SOO to DM&E or IC&E, which would carry its own employee protective conditions. In either event, any affected employees of SOO would be protected by the appropriate protective conditions.

Second, Local 911 expresses concern that existing operations by IC&E between St. Paul and Kansas City might be expanded, diverting traffic from SOO and reducing the work available to SOO train service employees. Local 911 wants its members to share in this putatively expanded IC&E work. *Id.* This is a nonexistent problem of Local 911’s own invention. As an initial matter, SOO does not currently operate train service between the Twin Cities and Kansas City, so the work of SOO train service employees does not involve any such traffic. Moreover, Applicants have no plans to shift existing traffic from SOO trains to IC&E trains. However, the short answer to Local 911, again, is that if SOO and DME should, in the future, decide to carry out an operational change that is not now foreseen and that amounts to implementation of the

proposed transaction, concerns such as those raised by Local 911 are among the matters that would appropriately be handled in the course of negotiating implementing agreements under the protective conditions.

Finally, Local 911 apparently wants the Board to direct that train service jobs on IC&E lines, now conducted by IC&E using its own employees, should be taken away from those employees (who are BLET-represented) and given to SOO employees (who are UTU-represented), because the IC&E lines were once part of SOO's system. *Id.* at 2. However, the lines in question were divested by SOO in 1997 and have not been part of the SOO system for more than a decade. Local 911's misconceived request seems to assume, contrary to fact, that CPR intends to absorb IC&E into CPR's existing SOO operations, and that IC&E trains will simply become SOO trains. As Applicants have explained, upon consummation of the proposed transaction, IC&E's lines will continue to be operated by that carrier, not by SOO. IC&E will continue to operate its own trains and will continue to employ its own employees. SOO will not operate IC&E's trains. Moreover, there is no aspect of the proposed transaction that could serve as a basis for dispossessing IC&E's employees of their work or transferring work from a BLET-represented craft to UTU representation. Representation matters are, in any event, exclusively within the jurisdiction of the National Mediation Board.

(b) Jay L. Schollmeyer, General Chairman of UTU/GO-386

Jay L. Schollmeyer, General Chairman of United Transportation Union-General Committee of Adjustment GO 386 ("UTU/GO-386"), an affiliate of UTU located in Vancouver, Washington, has filed argument in opposition to the proposed transaction, supported by a verified statement. Mr. Schollmeyer's General Committee represents train service employees on

EXHIBIT D

CPR-2 DME-2

bentonite clay traffic that originates at the western end of DM&E's system. IC&E's coverage of Iowa and southern Minnesota corn origins will add greater diversification to CPR's U.S. grain network, where wheat is the predominant crop. The transaction will restore CPR's direct access to the important Kansas City gateway (which it lost as a result of the sale of its Chicago-Kansas City line to IMRI in 1997). This will make CPR a stronger competitor for rail traffic moving between points on its existing network and points in the U.S. Southwest and Mexico.

As DME's President, Kevin Schieffer, testifies, the proposed transaction offers strategic benefits for DME as well. Affiliation with CPR will overcome DME's present inability, as a regional railroad, to offer direct service to important end markets for its customers' rail shipments. The transaction will create efficient new routing options for DME-served shippers to destinations across the CPR system, including Buffalo, Calgary, Detroit, Montreal, New York, Philadelphia, Toronto and the Twin Cities, and the ports of Vancouver, Duluth/Superior, Montreal and New York/New Jersey. As part of a Class I rail system, DME will have access to the capital it needs to make prudent investments to increase the fluidity of its rail lines, and to meet future demand for its services. CPR's plan to make \$300 million of additional capital available to DME over the next several years will allow it to upgrade its track, bridges and other rail facilities and to bring its safety performance closer to CPR standards. Improved asset utilization and sharing of "best practices" made possible by the proposed transaction will generate benefits for both DME and CPR.

The operations of CPR and DME are already coordinated to a significant degree. The rail lines operated by IC&E were once part of the CPR system, and IC&E uses overhead trackage rights on CPR's line between La Crescent and St. Paul, MN to reach the Twin Cities. IC&E shares CPR's terminal facilities at both the Twin Cities (St. Paul Yard) and Chicago (Bensenville

TWIN CITIES TRACKAGE RIGHTS AGREEMENT

between

**SOO LINE RAILROAD COMPANY
d/b/a CANADIAN PACIFIC RAILWAY**

and

I&M RAIL LINK, LLC

1.3 I&M shall not have the right, except as otherwise provided in this Section 1
to:

- (a) Except as set forth in the proviso in Section 1.3(c), handle any Overhead Traffic whatsoever on the Subject Trackage or the BN Subject Trackage. For purposes of this provision, "Overhead Traffic" shall mean any traffic originating at, terminating at or moving through the Twin Cities Terminal Switching District (as defined on the map attached hereto as Exhibit B) and not ultimately destined to or originating at (1) consignors or consignees physically located on trackage acquired by I&M from CPR or (2) points both south and west of the intersection of the latitude of Comus, Minnesota and the longitude of Davenport, Iowa.
- (b) Serve any industry, team or house track now existing or located at any time in the future along the Subject Trackage or the BN Subject Trackage;
- (c)

2.14 I&M's use of the Subject Trackage and the BN Subject Trackage shall not exceed on a regular basis six (6) trains per calendar day. At such time as I&M's use reaches this

TWIN CITIES TERMINAL SERVICES AGREEMENT

This Agreement is made as of this 1st day of October 2004, by and between SOO LINE RAILROAD COMPANY, d/b/a/ Canadian Pacific Railway ("CPR") and Iowa, Chicago & Eastern Railroad Corporation ("IC&E"), a Delaware corporation, sometimes collectively referred to as the "Parties" or individually as a "Party."

RECITALS

- A. CPR is a corporation of the State of Minnesota, which operates railroad lines in, among others, the States of Montana, North Dakota, Minnesota, Wisconsin, Illinois, Indiana and Michigan. Its headquarters is 501 Marquette Avenue Building formerly known as the Soo Line Building, Minneapolis, Minnesota 55440.
- B. IC&E is a corporation in the State of Delaware, which operates railroad lines in, among others, the States of Kansas, Missouri, Iowa, Minnesota and Illinois. Its headquarters is 140 North Phillips Avenue, Sioux Falls, South Dakota 57104.
- C. Under the terms of this Agreement, CPR will perform for IC&E certain defined services in the Twin Cities Terminal District as shown on Exhibit A ("TCT") and at its St. Paul Yard. This Agreement will be of mutual benefit to CPR and IC&E, and will enhance the competitive rail service each of them will provide to their respective customers.

NOW THEREFORE, in consideration of the premises and of the material promises hereinafter set forth, the Parties hereby agree as follows:

Section 2. SWITCHING AND EXCHANGE/INTERCHANGE OF IC&E CARS

2.3 CPR shall notify the designated IC&E transportation officer(s) on days when an IC&E train scheduled out of St. Paul has been made-up and is ready for movement and all cars are accompanied or preceded by necessary data for forwarding. IC&E agrees to move its trains out of St. Paul Yard within four (4) hours of the mutually agreed upon scheduled departure time. In the event IC&E fails to provide a crew or power within four (4) hours subsequent to the mutually agreed upon scheduled departure time, CPR shall have the right to (a) provide such crew and power at the expense of IC&E and move such train to a location between St. Paul Yard and IC&E trackage at La Crescent, Minnesota where the same shall be left for further handling by IC&E or (b) assess the IC&E a Terminal Delay Fee as provided for in Section 6(k).

On days IC&E is not scheduled out of St Paul and conditions are such that CP cannot accommodate the holding over of the traffic, CPR shall provide IC&E a minimum of 12 hours notice to depart with a train containing such cars. In the event IC&E fails to provide a crew and power or otherwise lift the cars from St. Paul within the 16 hours from notice to do so, CPR shall have the right to (a) or (b), as outlined above.

The application of the Terminal Delay Fee will not apply if CPR is contributory to IC&E's inability to depart St. Paul Yard with IC&E Cars in the prescribed time listed above.

As Force Majeure, it is further understood that the handling of IC&E Cars as described above will not apply in the event of circumstances well beyond the control of IC&E and/or CPR. Circumstances such as but not limited to fire, explosion, severe weather, floods, acts of terrorism, labor strike, legal and regulatory restrictions and acts of God.

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Canadian Pacific Railway Company, *et al.* – Control –
Dakota, Minnesota & Eastern Railroad Corp., *et al.*

)
)
) Finance Docket No. 35081
)
)

**APPLICATION BY CANADIAN PACIFIC RAILWAY COMPANY, *ET AL*
FOR APPROVAL OF CONTROL OF DAKOTA, MINNESOTA AND EASTERN
RAILROAD CORPORATION, *ET AL***

**VOLUME II
VERIFIED STATEMENTS OF APPLICANT WITNESSES AND SHIPPERS**

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*Counsel for Canadian Pacific
Railway Company*

Dated: October 5, 2007

in our fastest growing corridor. More recently, CPR requested Canadian Transportation Authority ("CTA") approval to construct new rail lines to reach existing and planned bitumen upgrader facilities in Alberta's "Industrial Heartland" northeast of Edmonton. This project will enable CPR to serve the growing oil sands production industry in northern Alberta, and will strengthen that industry's supply chain and access to end markets. CPR has assembled the land required for the project. Upon obtaining regulatory approval, we will construct the new lines in tandem with the development of oil sands upgraders, refineries and related businesses in the area.

The proposed acquisition of DME presents a further opportunity for CPR to expand the geographic reach of its rail network and to position itself to respond to the growing demand for rail service. The DME system is an excellent strategic "fit" with CPR's existing network. As a glance at the rail map shows, the lines of CPR and DME are complementary. The proposed transaction is almost entirely end-to-end; CPR and DME intersect at only four locations – Chicago, IL and St. Paul, Minnesota City and La Crescent, MN. As Applicant witness Williams explains, CPR's acquisition of DME would not eliminate rail competition at any station that is commonly served by CPR and DME today.

The proposed transaction will extend CPR's rail system by approximately 2,500 miles. Ownership of DME will enable CPR to serve directly significant traffic origins and destinations in the U.S. Midwest that we cannot reach today. It will also restore CPR's direct access to the important Kansas City gateway, enhancing our ability to compete for rail traffic moving between our current lines and points in the U. S. Southwest and Mexico.

CPR and DME are natural partners. CPR is very familiar with DME's operations – indeed, the lines operated by IC&E were once part of the CPR system. IC&E accesses the Twin Cities via trackage rights over CPR's line between La Crescent and St. Paul, MN, and it shares

I supervised the development and preparation of the Operating Plan that has been submitted as Exhibit 13 to this Application for STB approval of CPR's proposed acquisition of control of Dakota, Minnesota and Eastern Railroad Corporation ("DM&E") and its rail carrier subsidiary, Iowa, Chicago & Eastern Railroad Corporation ("IC&E"). (For convenience, I will refer to DM&E and IC&E collectively as "DME"). The purpose of this Verified Statement is to present that Operating Plan, to explain how it was developed, and to highlight certain significant aspects of the plan.

Applicants developed the Operating Plan using, as a baseline, the most recent full year traffic data and current operating system designs of DME and CPR's SOO subsidiary (whose lines connect with those of DME). We took into account the anticipated growth in rail traffic on DME and CPR through the year 2010, based on the traffic growth opportunities identified by witness Foot. Those growth opportunities include both "extended hauls" on CPR in connection with traffic originating or terminating on DME's lines, and organic growth in DME's traffic base over the next several years. Using those traffic projections, we developed an operating plan that takes full account of the volumes (and routing) of all traffic that CPR and DME anticipate will move on their respective lines by the third year after consummation of the proposed transaction. As the Operating Plan indicates, all of that projected growth can be accommodated without adding new train services or significantly increasing yard activity.

The proposed transaction is an end-to-end combination of complementary rail systems with similar operating philosophies. In my opinion, Applicants' existing operations can be coordinated relatively simply and seamlessly. In the two major terminal areas in which CPR and DME connect (Chicago, IL and St. Paul, MN), DME already operates into CPR's yard facilities (Bensenville Yard in Chicago and St. Paul Yard). In addition, CPR presently provides

interchange and industry switching services for DME cars moving through those terminals. Following the proposed transaction, local operations at those two terminals will be performed essentially as they are today. The lines of CPR and DME connect at two other locations, Minnesota City and La Crescent, MN. We do not anticipate that the proposed transaction will generate a significant increase in train movements through, or yard activity at, either of those points in the three years following the transaction. In any event, there is ample capacity at both Minnesota City and La Crescent to handle any additional traffic or switching activity that might result from the transaction.

The current operating plans, philosophies and objectives of CPR and DME are very similar, which should facilitate a smooth and seamless implementation of the proposed transaction. CPR uses an Integrated Operating Plan ("IOP") based upon three fundamental design principles: "Velocity" (which refers to service design intended to maximize system velocity and consistency, which generates faster trips and cycle times and better utilization of assets); "Balance" (service design intended to maximize capacity and reduce inefficiencies); and "Network" (developing systemic, network-wide approaches and solutions that enhance overall service and performance, including a "hub-and-spoke" service design). DME also has an IOP, whose design and approach are similar to that of CPR. Indeed, DME has implemented changes to its IOP over the past several years that make it even more compatible with CPR's IOP and service design.

The proposed transaction is end-to-end with few overlapping points or services. In addition, based upon my review of DME's operations, DME appears to be efficiently run today. Accordingly, the transaction does not present many opportunities to consolidate routes, eliminate duplicative facilities or reduce the workforce.

proposed transaction is essentially end-to-end. It is not anticipated that the transaction will result in any operational changes that will adversely affect any SOO employees. The planned operational change that is described in the Operating Plan (Exhibit 13), and in the Verified Statement of Vern Graham -- which will involve the handling by SOO of traffic between Minnesota City and Chicago that is currently handled by IC&E between Nora Springs, IA and Chicago -- will likely have no significant effect on SOO employees, because cars moving from or to Minnesota City will simply be added to trains currently operated by SOO over its own lines.

D&H is not contiguous to either SOO or DME, and it is not anticipated that the transaction will cause any operational changes that will adversely affect any D&H employees.

D. Effect Of The Proposed Transaction On DME Employees

As described in the Operating Plan, Applicants plan to implement an operational change that will affect the handling of certain DME traffic to and from Chicago. Currently, traffic moves in DM&E trains east from Huron, SD through Waseca, MN, to Owatonna, MN, and then south to Nora Springs, IA. From Nora Springs, this traffic moves on IC&E trains through Dubuque, IA, to Chicago. This is daily service, one train per day in each direction. It is planned that the traffic from Huron, instead of being routed from Owatonna south to Nora Springs, will continue east on DM&E's line to the DM&E/SOO connection at Minnesota City, MN. There, the cars will be added to SOO trains that operate twice daily between the Twin Cities and Chicago. This change in traffic routing will affect DME employees in two ways. First, there will be a reduction of two crew starts per day (one crew start includes two train and engine service employees) on trains operating on the lines from Waseca to Nora Springs. This will affect employees who report for work at Waseca, and draw their assignments from a crew

whether further efficiencies can be realized, for example, through utilization of economies of scale or elimination of redundant facilities.

E. Employee Protective Conditions

Applicants anticipate that, in accordance with the requirements of 49 U.S.C. § 11326(a), the Board will impose the employee protective conditions set forth in *New York Dock Ry.--Control--Brooklyn Eastern Dist. Terminal*, 360 I.C.C. 60, *aff'd*, *New York Dock Ry. v. United States*, 609 F.2d 83 (2d Cir. 1979). The *New York Dock* conditions provide extensive monetary benefits to employees who are dismissed or displaced as a result of the transaction on which the conditions have been imposed. The conditions provide a measure of compensation for the costs of relocation. Moreover, the conditions require that the carriers give advance notice to employees and their representatives of operational changes that may result in the dismissal or displacement of employees, or the "rearrangement of forces," and provide an opportunity for the negotiation of implementing agreements in connection with such operational changes. Employees who are not represented by labor organizations are afforded substantially the same levels of protection as are provided to represented employees under the *New York Dock* conditions.

Neither CPR nor DME has negotiated a protective arrangement with any labor organization in connection with the proposed transaction. CPR is committed to resolving labor and employee issues that may arise in connection with this transaction through negotiation, wherever possible.

F. Existing Protective Arrangements Affecting DME's Unrepresented Employees

DME has entered into individual agreements with many of its unrepresented employees. These agreements, which are probably unique in the railroad industry, assure the

CPR-2 DME-2

BEFORE THE
SURFACE TRANSPORTATION BOARD

Canadian Pacific Railway Company, <i>et al.</i> – Control –)	
Dakota, Minnesota & Eastern Railroad Corp., <i>et al.</i>)	Finance Docket No. 35081
)	
)	

APPLICATION BY CANADIAN PACIFIC RAILWAY COMPANY, *ET AL*
FOR APPROVAL OF CONTROL OF DAKOTA, MINNESOTA AND EASTERN
RAILROAD CORPORATION, *ET AL*

VOLUME I
APPLICATION AND EXHIBITS

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*Counsel for Canadian Pacific
Railway Company*

Dated: October 5, 2007

D. Changes in Yards and Terminals

Increasing velocity, maintaining a balanced design, and designing a service within a network frame are key to a solid foundation for train service. The IOP philosophy shared by CPR and DME will facilitate continued service improvements. A true hub and spoke design, with yards producing blocks of traffic of sufficient volume to expedite handling across corridors and gateways, improves and enhances overall network fluidity. A key area of focus will be to simplify operations at gateways, and to increase economies of scale to these points.

Applicants' terminal operations at the St. Paul, MN and Chicago, IL should not be affected by the transaction. Currently, CPR (SOO Line) has terminal services agreements with DM&E and IC&E covering the Chicago, IL and St. Paul terminals. In both cities, DME delivers cars to the CPR yard (one train per day at St. Paul, MN and three trains per week at Chicago Bensenville yard), and CPR performs switching, interchange, and local termination service on behalf of DME. This cooperative approach has resulted in seamless service. Applicants anticipate that operations at these terminals will be conducted without significant change following implementation of the transaction.

Applicants have identified a few potential opportunities for small changes near Chicago, IL. For example, CPR's interchange with DME is currently three times per week. Local LDS2 operates out of Davis Junction on Tuesday, Thursday & Saturday to IHB Norpaul, and Monday Wednesday & Friday to Bensenville yard. Although Applicants do not currently plan to change that service, their overall review of Chicago, IL traffic flows may identify opportunities to adjust traffic patterns in a manner that would improve traffic flows and fluidity.

After approval of the transaction, Applicants will review existing DME interchanges (including interchanges between the DM&E and IC&E) to ensure traffic is moving not only in an optimal pattern, but also in the optimal blocks. The Minnesota City, MN DM&E/IC&E

EXHIBIT H



**CANADIAN
PACIFIC**

Labor Relations

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In Response Please Refer to
File:

January 27, 2010

0-0084-024

Mr. J. H. Nelson
General Chairman UTU
139 W. Cook St.
Portage, WI 53901

Dear Mr. Nelson:

This letter responds to your email dated December 17, 2009 where you endorse Local 911's allegations that Canadian Pacific (CP) has violated the terms and conditions imposed by the Surface Transportation Board (STB) in the merger of the Dakota Minnesota & Eastern (DM&E) with the Canadian Pacific (CP). After investigation of Local 911's allegations, CP believes that Local 911's allegations have no basis in facts. CP therefore respectfully requests that you: (a) withdraw your endorsement of Local 911's allegations, (b) recommend to Local 911 that it withdraw its STB complaint; and, (c) in the absence of action by Local 911 to withdraw its STB complaint, that you or other senior leaders within the UTU promptly contact the STB and ask the STB to close Local 911's unfounded complaint.

The facts from our investigation are summarized below:

- The DM&E, and its predecessor IC&E, have the authority under their trackage rights agreement to operate as many as six (6) trains per day between La Crescent and St. Paul. In pre- and post- acquisition time periods, the predominant pattern of operations is one (1) train per day in each direction between La Crescent and St. Paul. Thus, the quantity of DM&E operated trains is within its operating authority.
- CP's Soo Line way freight service between La Crescent and St. Paul has not changed subsequent to CP's acquisition of the DM&E. There are no trains operated by DM&E, or its predecessor IC&E, in substitution for any Soo Line trains operated by Local 911 crews.
- Local 911 crews have benefited from more work subsequent to CP's acquisition of the DM&E.
- DM&E crews do not now, nor have they ever, handled Soo Line blocks of cars between St. Paul and La Crescent. In contrast, Soo Line trains staffed by Local 911 crews occasionally move blocks of DM&E cars out of St. Paul Yard to ease yard congestion. The blocks are set out between St. Paul and La Crescent for pick-up by a subsequent DM&E train. Thus, the opposite of what Local 911 alleges is the reality. Soo Line trains staffed by Local 911 crews occasionally handle DM&E work -- not vice-versa.
- The trackage rights agreement does not prohibit DM&E crews from "switching" car(s) within their own trains and accounts. The trackage rights

agreement prohibits DM&E crews from servicing industry, team, or house tracks between St. Paul and La Crescent. The "switching" work between St. Paul and La Crescent involves DM&E crews on DM&E trains: (1) adding blocks of DM&E car(s) to their trains, (2) rearranging cars within the blocks of the DM&E's trains, (3) handling interchange at La Crescent, or (4) picking up/setting off en-route bad-ordered cars. None of these actions are adverse to Local 911 crews nor are they prohibited by the trackage rights agreement between the Soo Line and the DM&E.

In short, we found no evidence of any harm to a Local 911 employee.

CP is at a loss to understand why Local 911, with your endorsement, seeks protection from the STB. Local 911's decision to write such a completely unsubstantiated complaint to the STB is disturbing to say the least. We are sincerely dismayed and disappointed that you would use your office to advise the STB that you endorse Local 911's grossly unfounded and inaccurate complaint. If Local 911 truly believes that River District crews have lost earnings or work, the proper channel for resolving this matter should have begun with discussions between yourself and this office – and not with a formal complaint to the STB. We truly hope that this filing with the STB was a one-off mistake by Local 911 – and that we will continue our successful practice over the past two years of first obtaining and sharing facts in an effort to promptly resolve our issues before resorting to dispute resolution assistance from third parties like the STB.

This office is similarly troubled by Local 911's apparent disregard for your role and authority as General Chairman to set priorities among UTU issues. It appears to CP that the officers of Local 911 are attempting to use the STB's processes to force CP's time and resources towards Local 911's local issues – at the expense of handling issues that we have agreed and prioritized as important to all UTU-represented Soo Line employees. As General Chairman, Local 911 has an obligation to consult with you first and honor your agreed priorities concerning the issues of the entire UTU membership. CP requests assurance from you and senior UTU leadership that Local 911's officers understand that you decide the priorities of the entire membership – including the authority to decide when to file serious allegations and complaints with federal agencies.

In closing, CP has kept all of its DM&E acquisition commitments to the STB. CP has done nothing wrong. We appreciate that you and Vice President Kerley are scheduled to meet here with Vice Presidents Graham and Frankenberg at 10 a.m. on Tuesday, February 2, 2010. We hope to learn from you on or before the meeting that the STB complaint has been withdrawn. If not, we request that you come prepared to discuss how this complaint can be timely resolved and withdrawn.

Sincerely,



Jennifer Isaacson
Labor Relations Officer

cc: Robert Kerley, VP UTU

SURFACE TRANSPORTATION BOARD DECISION DOCUMENT**Decision Information**Docket Number: **FD_35081_0**Case Title: **CANADIAN PACIFIC RAILWAY COMPANY, ET AL. - CONTROL -
DAKOTA, MINNESOTA & EASTERN RAILROAD CORP., ET AL.**Decision Type: **Decision**Deciding Body: **Entire Board****Decision Summary**

Decision Notes: **DECISION APPROVED THE ACQUISITION BY SOO LINE HOLDING COMPANY (SOO HOLDING) OF CONTROL OF DAKOTA, MINNESOTA & EASTERN RAILROAD CORPORATION AND ITS WHOLLY OWNED RAIL SUBSIDIARY, IOWA, CHICAGO & EASTERN RAILROAD CORPORATION, SUBJECT TO CERTAIN LABOR PROTECTIVE, ENVIRONMENTAL AND HISTORIC PRESERVATION CONDITIONS. ALSO, THIS DECISION REQUIRES SOO HOLDING TO ADHERE TO THE REPRESENTATIONS THAT THEY WILL KEEP ALL GATEWAYS AFFECTED BY THE CONTROL TRANSACTION OPEN ON COMMERCIALY REASONABLE TERMS.**

Decision Attachments[39346.pdf](#)

183 KB

Approximate download time at 28.8 kb: 2
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Full Text of Decision
39346
EB

SERVICE DATE – SEPTEMBER 30, 2008

This decision will be included in the bound volumes of the STB
printed reports at a later date.

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 35081

York Dock requirement of notice and an implementing agreement or a new grant of trackage rights by Soo Line to DM&E or IC&E, which would carry its own employee protective conditions. With either event, any affected employees of Soo Line would be protected by the appropriate protective conditions.

Local 911 is also concerned that CPRC will reroute freight onto the IC&E line to Kansas City because IC&E employees generally receive lower salaries. Local 911 argues that CPRC crews are entitled to any extra freight coming out of St. Paul to Kansas City and requests that CPRC put in place CPRC equity jobs if CPRC runs more than one train a day between St. Paul and Kansas City on the IC&E line. Local 911 also requests that the Board hold CPRC to its representation that CPRC would not shift traffic from Soo Line trains to IC&E trains to create a lower pay scale in place of the one currently used and manned by CPRC employees. In response, CPRC states that this is a "nonexistent problem of Local 911's own invention," and that CPRC has no plans to shift existing traffic from Soo Line trains to IC&E trains. CPRC further notes that, if it should decide in the future to carry out an operational change that amounts to implementation of the proposed transaction, concerns such as those raised by Local 911 would be handled appropriately in the course of negotiating implementing agreements under the protective conditions.

Lastly, Local 911 requests that CPRC restore some former CPRC lines that are currently IC&E lines and provide CPRC equity jobs that were previously held by CPRC employees before the 1997 line sale. CPRC states that there is no aspect of the proposed transaction that could serve as a basis for this request and that such matters are exclusively within the jurisdiction of the National Mediation Board.

There is no evidence to suggest that the first two concerns of Local 911 are likely to occur. CPRC does not indicate any intention of having DM&E/IC&E crews handling traffic out of Minnesota City; rather, in its application, CPRC states that the operational change "will likely have no significant effect on Soo [Line] employees because cars moving from or to Minnesota City will simply be added to trains currently operated by Soo [Line] over its own lines."³⁰ Nor does the record suggest that CPRC will shift existing Soo Line traffic to IC&E trains. However, should CPRC make changes to its operations in the course of implementing the proposed transaction that adversely impact employees, New York Dock protections would be available. Lastly, Local 911 provides no valid justification for requiring CPRC to restore former CPRC lines (thus, effectively dispossessing IC&E crews of work). Its requests will be denied.

UTU/GO-386. UTU/GO-386 opposes the proposed transaction. In a verified statement, UTU-GO-386's General Chairman Jay L. Scholmeyer expressed his opposition to the proposed transaction because of the adverse effects the transaction would have on BNSF train and engine service employees. However, the Board has consistently ruled that the employees of a non-

³⁰ CPR-2/DME-2, V.S. Frankenberg at 4.

STB Finance Docket No. 35081

Board has already determined, in Decision No. 9, to: (1) impose conditions precluding the transportation of coal trains on a new PRB line until the Board has conducted an environmental review and issued a decision addressing the environmental impacts of such operations; and (2) require applicants to notify the Board of their intent to begin construction of the PRB lines.

With respect to the requested condition to require good faith negotiations with carriers who have trackage rights over applicants' lines to provide alternative routings if the traffic levels proposed by CPRC degrade service levels, applicants contend there is no evidence that traffic levels following the transaction will degrade services provided by other carriers on any CPRC lines. Finally, with respect to the requested conditions concerning potential future speed increases, applicants reference the arguments used for MinnDOT's similar requested conditions.

LABOR PARTIES

UNITED TRANSPORTATION UNION LOCAL 911 (LOCAL 911). Local 911, CPRC's largest Union Local in North America, supports the proposed transaction on condition that CPRC grants some protection to Local 911 members. Local 911 asserts that operation of trains or any freight out of Minnesota City onto the CPRC main line should be handled by CPRC crews. Local 911 asserts that any arrangement allowing for DM&E or IC&E crews to operate out of Minnesota City would be merely a device to evade a collective bargaining agreement. Local 911 further notes that, under the 1997 CPRC/IMRL Line Sale and the July 22, 2002 IMRL/DM&E Line Sale, these railroads were to only use the Minnesota City gateway as an interchange point and that CPRC crews would take freight cars or trains out of Minnesota City with CPRC crews.

Local 911 also requests that CPRC puts in place CPRC equity jobs if CPRC runs more than one train a day between St. Paul and Kansas City on the IC&E line. Local 911 is concerned that CPRC will likely reroute freight onto the ICE line to Kansas City on account of cheaper wages. Local 911 asserts that the CPRC crews are entitled to any extra freight that comes out of the St. Paul terminal to Kansas City.

Lastly, Local 911 requests that CPRC restore some former CPRC lines that are currently IC&E lines and provide CPRC equity jobs that were previously held by CPRC employees before the 1997 line sale.

In regards to Local 911's concerns about the Minnesota City gateway, CPRC states that Local 911 does not suggest how such an operation might occur in the absence of either a consolidation of work that would be subject to the New York Dock requirement of notice and an implementing agreement or a new grant of trackage rights by Soo Line to DM&E or IC&E, which would carry its own employee protective conditions; further, CPRC states that any affected employees of Soo Line would be protected by the appropriate protective conditions. On rebuttal Local 911 states that CPRC needs to explain how it plans on executing the extra Coal and Ethanol Trains and Combination Trains from the Minnesota City gateway to Chicago and

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that CPRC has failed to produce any labor protections that would cover current CPRC employees.

As for Local 911's concerns surrounding expanded operations by IC&E between St. Paul and Kansas City, CPRC states that it is a "nonexistent problem of Local 911's own invention," and that CPRC has no plans to shift existing traffic from Soo Line trains to IC&E trains. CRPC notes, however, that Soo Line and DM&E should decide to carry out an operational change that is not now foreseen and that amounts to implementation of the proposed transaction, concerns such as those raised by Local 911 would be handled appropriately in the course of negotiating implementing agreements under the protective conditions. On rebuttal, Local 911 requests that the Board hold CPRC to its representation that CPRC would not shift traffic from Soo Line trains to IC&E trains to create a lower pay scale in place of the one current used and manned by CPRC employees. Local 911 also states that there are seniority issues and concerns surrounding the multiple overlapping seniority districts between Local 911 crews and IC&E crews around the Minnesota City gateway.

Regarding Local 911's request that jobs currently held by IC&E employees on IC&E lines be given to Soo Line employees, CPRC states that there is no aspect of the proposed transaction that could serve as a basis for dispossessing IC&E's employees of their work or transferring work from BLET-represented craft to Local 911 representations. Such matters, CPRC notes, are exclusively within the jurisdiction of the National Mediation Board.

THE INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW), THE INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS (IAM), THE AMERICAN TRAIN DISPATCHERS ASSOCIATION (ATDA), THE NATIONAL CONFERENCE OF FIREMEN & OILERS -SEIU (NCFO), AND THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN (BLET), A DIVISION OF THE RAIL CONFERENCE OF THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS. IBEW, IAM, BLET, ATDA, and NCFO submit joint comments. IBEW, IAM, and NCFO represent the Mechanical Department employees of CPRC's subsidiaries, Soo Line and D&H, and are concerned that the proposed transaction will result in CPRC transferring work and employees from represented locations on CPRC to unrepresented locations on DM&E, thereby depriving employees of the higher wages and other rights, privileges, and benefits currently provided under collective bargaining agreements between these unions and CPRC. IBEW, IAM, and NCFO request that the CPR employees they represent are as well protected from any adverse effects of the transaction as are the unrepresented employees of DM&E.

ATDA represents CPRC train dispatchers who control rail traffic over Soo Line and D&H. Employees represented by ATDA work under collective bargaining agreements that afford rights, privileges, and benefits not enjoyed by DM&E workers. ATDA notes that while CPRC's application addresses the effects of the proposed transaction on DM&E workers, little information is given about the effect on CPRC workers. Accordingly, ATDA urges the Board to

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

EXHIBIT J

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-31 RC	Y	100101 0001	ST PAUL	001	1029	QP01	
	2171-30 RC	Y	100101 0120	MARQUETTE	001	1025	MU01	
	170-01	Y	100101 1530	ST PAUL	001	1045	QP02	
	171-29	Y	100101 1945	MARQUETTE	001	1015	QP03	
	170-02	Y	100102 1130	ST PAUL	001	1200	MU01	
	171-31	Y	100102 1330	MARQUETTE	001	1530	QP01	
	171-01	Y	100103 0100	MARQUETTE	001	1000	QP02	
	170-03	Y	100103 0400	ST PAUL	001	1045	QP03	
	170-04	Y	100103 2300	ST PAUL	001	1245	QP02	
	171-02	Y	100104 0430	MARQUETTE	001	1215	QP01	
	171-02 RC	Y	100104 1715	MARQUETTE	001	0646	QP03	
	170-05	Y	100105 0600	ST PAUL	001	1350	QP01	
	171-03	Y	100105 0600	MARQUETTE	001	1115	QP02	
	170-06 RC	Y	100105 1530	ST PAUL	001	0615	QP03	
	171-04	Y	100106 0245	MARQUETTE	001	1045	MU01	
	170-06	Y	100106 0515	ST PAUL	001	1145	QP02	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-07	Y	100107 0130	ST PAUL	001	0915	MU01	
	171-05	Y	100107 1330	MARQUETTE	001	1215	QP01	
	2171-07	Y	100108 1115	MARQUETTE	001	1015	QP03	
	170-08	Y	100108 1600	ST PAUL	001	1200	QP01	
	171-06	Y	100109 0430	MARQUETTE	001	1200	QP02	
	170-09	Y	100109 0930	ST PAUL	001	1030	QP03	
	171-08	Y	100110 0115	MARQUETTE	001	0945	QP01	
	170-10	Y	100110 0430	ST PAUL	001	1145	QP02	
	171-09	Y	100111 0430	MARQUETTE	001	0945	QP03	
	170-11	Y	100111 0515	ST PAUL	001	1045	QP01	
	170-12	Y	100112 0215	ST PAUL	001	1000	QP03	
	171-10	Y	100112 0515	MARQUETTE	001	1330	QP01	
	171-10 RC	Y	100112 1930	MARQUETTE	001	1150	MU01	
	171-11	Y	100113 0400	MARQUETTE	001	1245	QP02	
	170-13	Y	100113 0815	ST PAUL	001	1530	QP01	
	170-14	Y	100114 0530	ST PAUL	001	1215	QP02	

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(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-12	Y	100114 0730	MARQUETTE	001	1300	QP03	
	171-12 RC	Y	100114 1600	MARQUETTE	001	1100	MU01	
	2171-12	Y	100115 0130	MARQUETTE	001	1100	QP01	
	170-15	Y	100115 0930	ST PAUL	001	1200	QP03	
	171-14 RC	Y	100115 1630	ST PAUL	001	0945	MU01	
	170-16	Y	100116 0115	ST PAUL	001	0915	QP01	
	171-14	Y	100116 1045	MARQUETTE	001	1045	QP02	
	171-15	Y	100117 0001	MARQUETTE	001	1144	QP03	
	170-17	Y	100117 0930	ST PAUL	001	1030	QP02	
	170-18	Y	100117 2345	ST PAUL	001	1130	QP03	
	171-16	Y	100118 0045	MARQUETTE	001	0915	QP01	
	170-19	Y	100119 0015	ST PAUL	001	1135	QP01	
	DH4850QT	Y	100119 0800	MARQUETTE	001	0430	QP02	
	171-17	Y	100119 1000	MARQUETTE	001	1515	QP03	
	170-20	Y	100120 0045	ST PAUL	001	1215	QP02	
	171-18	Y	100120 0045	MARQUETTE	001	1040	QP01	

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(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-18 RC	Y	100120 1425	MARQUETTE	001	1050	MU01	
	170-21	Y	100121 0200	ST PAUL	001	1145	QP01	
	171-19	Y	100121 0245	MARQUETTE	001	1045	QP03	
	41B-20	N	100121 0345	MARQUETTE	001	1025	MU01	
	170-21 RC	Y	100121 1315	ST PAUL	001	1400	QP04	
	171-19 RC	Y	100121 1330	MARQUETTE	001	1445	MU02	
	170-21 RC	Y	100122 0130	ST PAUL	001	1045	QP03	
	171-20	Y	100122 0215	MARQUETTE	001	1215	QP02	
	170-22	Y	100122 0330	ST PAUL	001	1030	QP01	
	2171-19	Y	100123 0145	MARQUETTE	001	1200	QP03	
	170-23	Y	100123 0245	ST PAUL	001	0945	QP02	
	2171-19RC	Y	100123 0715	MARQUETTE	001	1330	QP01	
	170-24	Y	100124 0145	ST PAUL	001	1130	QP03	
	171-22	Y	100124 0215	MARQUETTE	001	1130	QP02	
	170-25	Y	100125 0145	ST PAUL	001	1115	QP02	
	171-23	Y	100125 0300	MARQUETTE	001	0930	QP03	

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ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-26	Y	100126 0130	ST PAUL	001	1300	QP03	
	DH4850QT	Y	100126 0845	MARQUETTE	001	0445	QP01	
	171-24	Y	100126 0950	MARQUETTE	001	1510	QP02	
	170-27	Y	100127 0130	ST PAUL	001	1630	QP01	
	171-25	Y	100127 0415	MARQUETTE	001	1315	QP03	
	170-27 RC	Y	100127 1830	MARQUETTE	001	0830	MU01	
	171-26	Y	100128 0145	MARQUETTE	001	1100	QP02	
	170-28	Y	100128 0645	ST PAUL	001	1200	QP03	
	170-29	Y	100129 0045	ST PAUL	001	1000	QP02	
	171-27	Y	100129 0430	MARQUETTE	001	1130	QP01	
	171-27 RC	Y	100129 1115	MARQUETTE	001	1700	QP03	
	171-28	Y	100130 0230	MARQUETTE	001	1000	QP02	
	170-30	Y	100130 0400	ST PAUL	001	1000	QP01	
	171-28 RC	Y	100131 0030	ST PAUL	001	1345	QP02	
	171-29	Y	100131 0500	MARQUETTE	001	1300	QP03	
	171-29 RC	Y	100201 0100	MARQUETTE	001	1300	MU01	

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START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-30	Y	100201 0945	MARQUETTE	001	1215	QP01	
	170-01	Y	100201 1200	ST PAUL	001	1400	QP03	
	171-31	Y	100202 0615	MARQUETTE	001	1215	QP02	
	170-02	Y	100202 1600	ST PAUL	001	1200	QP01	
	170-03	Y	100203 0715	ST PAUL	001	1330	QP02	
	171-01	Y	100203 1215	MARQUETTE	001	1345	QP03	
	171-01 RC	Y	100204 2100	ST PAUL	001	1335	MU01	
	171-02	Y	100204 2100	MARQUETTE	001	1245	QP01	
	170-05	Y	100205 1100	ST PAUL	001	1315	QP03	
	171-03	Y	100205 1215	MARQUETTE	001	1215	QP02	
	170-06	Y	100206 0330	ST PAUL	001	1115	QP01	
	171-04	Y	100206 1330	MARQUETTE	001	1600	QP03	
	170-07	Y	100207 0130	ST PAUL	001	1030	QP02	
	171-05	Y	100207 0330	MARQUETTE	001	1430	QP01	
	170-08	Y	100208 0001	MARQUETTE	001	1459	QP03	
	360-049	Y	100208 0015	MARQUETTE	001	0745	MU02	

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ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	DH4850QT	Y	100208 0845	MARQUETTE	001	0415	QP02	
	171-06	Y	100208 1100	MARQUETTE	001	1245	QP01	
	170-09	Y	100209 0100	ST PAUL	001	1345	QP02	
	171-07	Y	100209 0600	MARQUETTE	001	1255	QP03	
	170-09 RC	Y	100209 1230	ST PAUL	001	1100	QP01	
	171-08	Y	100210 0615	MARQUETTE	001	1115	QP02	
	170-10	Y	100210 0750	ST PAUL	001	1355	QP03	
	611-027	Y	100210 1000	MARQUETTE	001	1100	MU01	
	170-10 RC	Y	100210 1600	MARQUETTE	001	0915	MU02	
	2171-08	Y	100211 0200	MARQUETTE	001	1430	QP01	
	170-11	Y	100211 0615	ST PAUL	001	1215	QP02	
	2171-08RC	Y	100211 1115	MARQUETTE	001	0915	MU01	
	171-10	Y	100212 0500	MARQUETTE	001	1330	QP03	
	170-12	Y	100212 0800	ST PAUL	001	1500	QP01	
	171-10 RC	Y	100213 0100	ST PAUL	001	1400	MU01	
	171-09 RC	Y	100213 0200	MARQUETTE	001	1030	QP02	

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ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ
POOL OR YD/LO: QP
ASSIGNMENT:

ASSIGNMENT HISTORY
HOME/AWAY:
(FOR A SPECIFIC JOB)

PSTS17A
START DATE: 100101

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-13 RC	Y	100213 1220	ST PAUL	001	1325	QP03	
	2171-10	Y	100213 2300	MARQUETTE	001	1130	QP01	
	170-14	Y	100214 0200	ST PAUL	001	1300	QP02	
	171-11	Y	100214 0630	MARQUETTE	001	1030	QP03	
	170-15	Y	100214 2230	ST PAUL	001	1000	QP01	
	171-13	Y	100214 2330	MARQUETTE	001	1000	MU01	
	2170-15	Y	100215 0500	ST PAUL	001	0845	QP03	
	170-16	Y	100215 2300	ST PAUL	001	1215	MU01	
	3171-15	Y	100216 0800	MARQUETTE	001	1200	QP02	
	171-15	Y	100217 0145	MARQUETTE	001	1255	QP01	
	170-17	Y	100217 0815	ST PAUL	001	1300	QP02	
	170-18	Y	100218 0335	ST PAUL	001	1404	QP01	
	2171-15	Y	100218 0500	MARQUETTE	001	1315	QP03	
	170-19	Y	100219 0730	ST PAUL	001	0945	QP03	
	171-17	Y	100219 1200	MARQUETTE	001	1030	QP02	
	171-18	Y	100220 0300	MARQUETTE	001	1210	QP01	

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DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-20	Y	100220 1030	ST PAUL	001	1000	QP02	
	171-19	Y	100220 2345	MARQUETTE	001	1140	QP03	
	170-21	Y	100221 0330	ST PAUL	001	0940	QP01	
	170-22	Y	100222 0015	ST PAUL	001	1245	QP03	
	171-20	Y	100222 0245	MARQUETTE	001	1100	QP02	
	171-21	Y	100223 0415	MARQUETTE	001	1115	QP01	
	170-23	Y	100223 0700	ST PAUL	001	1300	QP02	
	2171-21	Y	100223 1700	MARQUETTE	001	1215	QP03	
	170-24	Y	100224 0330	ST PAUL	001	1045	QP01	
	171-22	Y	100224 0930	MARQUETTE	001	1445	QP02	
	170-25	Y	100224 2300	ST PAUL	001	1400	QP03	
	171-23	Y	100225 0300	MARQUETTE	001	1300	QP01	
	96117123	Y	100225 1500	MARQUETTE	001	1315	QP02	
	2171-24	Y	100226 0430	MARQUETTE	001	1245	QP03	
	170-26	Y	100226 0945	ST PAUL	001	1100	QP01	
	171-24	Y	100227 0045	MARQUETTE	001	1145	QP01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

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(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-27	Y	100227 0115	ST PAUL	001	1030	QP02	
	2170-26	Y	100227 0600	ST PAUL	001	1100	QP03	
	170-28	Y	100228 0030	ST PAUL	001	1400	QP01	
	171-25	Y	100228 0230	MARQUETTE	001	1030	QP02	
	170-01	Y	100301 0115	ST PAUL	001	1000	QP02	
	171-26	Y	100301 0330	MARQUETTE	001	1330	QP03	
	171-27	Y	100301 1600	MARQUETTE	001	1115	QP01	
	170-02	Y	100302 0630	ST PAUL	001	1330	QP03	
	171-28	Y	100302 1100	MARQUETTE	001	1315	QP02	
	2170-02	Y	100302 1715	ST PAUL	001	0945	QP01	
	171-28C RC	Y	100302 1900	MARQUETTE	001	0915	MU01	
	170-03	Y	100303 1445	ST PAUL	001	1315	QP02	
	170-04	Y	100304 0030	ST PAUL	001	1230	MU01	
	171-01	Y	100304 0415	MARQUETTE	001	1230	QP03	
	2171-01	Y	100304 2100	MARQUETTE	001	1300	QP01	
	170-05	Y	100305 0515	ST PAUL	001	1445	QP03	

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ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	2171-01 RC	Y	100305 1130	MARQUETTE	001	1145	QP02	
	170-06	Y	100306 0045	ST PAUL	001	1600	QP01	
	171-03	Y	100306 0730	MARQUETTE	001	1230	MU01	
	171-04	Y	100306 1930	MARQUETTE	001	1045	QP03	
	170-07	Y	100307 1245	ST PAUL	001	1400	MU01	
	171-05	Y	100307 1345	MARQUETTE	001	1215	QP02	
	170-08	Y	100308 0115	ST PAUL	001	1300	QP03	
	2171-07RC	Y	100308 1600	MARQUETTE	001	0815	QP01	
	170-09	Y	100308 1730	ST PAUL	001	1215	QP02	
	171-06	Y	100308 2230	MARQUETTE	001	1215	MU01	
	2170-07	Y	100309 1500	ST PAUL	001	1130	QP01	
	171-07	Y	100309 1950	MARQUETTE	001	1140	QP03	
	170-10	Y	100310 0015	ST PAUL	001	1200	MU01	
	171-08	Y	100310 0530	MARQUETTE	001	1215	QP02	
	170-11	Y	100311 0030	ST PAUL	001	1230	QP03	
	2171-08	Y	100311 0245	MARQUETTE	001	1130	QP01	

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X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	DH04617T	Y	100311 0600	ST PAUL	001	0415	QP02	
	171-09	Y	100311 2015	MARQUETTE	001	1145	MU01	
	171-09	Y	100312 0145	MARQUETTE	001	1230	QP02	
	170-12	Y	100312 0215	ST PAUL	001	1130	QP01	
	171-10	Y	100312 1330	MARQUETTE	001	1330	QP03	
	171-11	Y	100313 0200	MARQUETTE	001	0715	QP01	
	170-13	Y	100313 0245	ST PAUL	001	1115	QP02	
	171-10 RC	Y	100313 1630	ST PAUL	001	1045	QP03	
	170-14	Y	100313 2330	ST PAUL	001	1145	QP01	
	171-12	Y	100314 0830	MARQUETTE	001	0930	QP02	
	DH4850QT	Y	100314 2000	MARQUETTE	001	0530	QP03	
	171-13	Y	100315 0500	MARQUETTE	001	1215	QP01	
	170-15	Y	100315 0600	ST PAUL	001	1000	QP02	
	270-15	Y	100315 1335	ST PAUL	001	1055	QP03	
	271-15	Y	100315 1830	MARQUETTE	001	1200	MU01	
	170-16	Y	100316 0530	ST PAUL	001	1115	QP01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-14	Y	100316 0930	MARQUETTE	001	1215	QP02	
	270-16	Y	100316 1830	ST PAUL	001	0845	MU01	
	271*-16	Y	100316 2145	MARQUETTE	001	1000	QP03	
	171-15 RC	Y	100317 0630	MARQUETTE	001	1255	QP01	
	170-17	Y	100317 1000	ST PAUL	001	1015	QP02	
	171-15	Y	100317 1315	MARQUETTE	001	1200	MU01	
	270-17	Y	100317 2030	ST PAUL	001	1315	QP03	
	271-17	Y	100317 2145	MARQUETTE	001	1015	MU02	
	170-18	Y	100318 1130	ST PAUL	001	1100	QP01	
	270-18	Y	100318 1950	ST PAUL	001	1200	MU01	
	171-16	Y	100318 2015	MARQUETTE	001	1045	QP02	
	171-17	Y	100319 0715	MARQUETTE	001	1110	QP03	
	170-19	Y	100319 0945	ST PAUL	001	1045	MU02	
	270-19	Y	100319 2300	ST PAUL	001	1100	QP02	
	271-19	Y	100320 0015	MARQUETTE	001	1215	QP01	
	171-18	Y	100320 1200	MARQUETTE	001	1130	MU01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-20	Y	100320 1520	ST PAUL	001	1325	QP03	
	170-21	Y	100321 0400	ST PAUL	001	1315	QP01	
	270-21	Y	100321 1130	ST PAUL	001	1115	MU01	
	271-20	Y	100321 1700	MARQUETTE	001	1230	QP02	
	271-21	Y	100322 0145	MARQUETTE	001	1235	QP03	
	271-20 RC	Y	100322 1500	MARQUETTE	001	1100	QP01	
	270-22	Y	100322 1800	ST PAUL	001	1300	QP02	
	271-22 RC	Y	100323 0215	MARQUETTE	001	1030	MU01	
	170-23	Y	100323 0300	ST PAUL	001	1145	QP03	
	270-23	Y	100323 1400	ST PAUL	001	1115	QP01	
	271-22	Y	100323 1440	MARQUETTE	001	0950	MU02	
	271-22 RC	Y	100323 2215	MARQUETTE	001	1045	QP02	
	171-22	Y	100324 1430	MARQUETTE	001	1305	QP03	
	170-25	Y	100324 2330	ST PAUL	001	1115	QP02	
	271-23	Y	100325 0400	MARQUETTE	001	1445	QP01	
	271-24 RC	Y	100325 1400	MARQUETTE	001	0800	MU01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-25	Y	100325 1640	ST PAUL	001	1350	QP03	
	171-23	Y	100325 2315	MARQUETTE	001	1145	QP02	
	474-25 RC	Y	100326 1130	MARQUETTE	001	1030	MU02	
	271-25	Y	100326 1515	MARQUETTE	001	1045	MU03	
	170-26 RC	Y	100326 1530	ST PAUL	001	0800	QP01	
	270-26	Y	100326 1535	ST PAUL	001	1155	MU01	
	170-27	Y	100326 2300	ST PAUL	001	1015	QP02	
	270-27	Y	100327 1400	ST PAUL	001	0830	MU03	
	171-25	Y	100327 2215	MARQUETTE	001	1130	QP03	
	271-27	Y	100328 0715	MARQUETTE	001	1200	QP01	
	271-28	Y	100328 2115	MARQUETTE	001	1100	QP02	
	170-29	Y	100328 2145	ST PAUL	001	1115	QP03	
	270-29	Y	100329 1230	ST PAUL	001	1200	QP01	
	171-27	Y	100329 1645	MARQUETTE	001	1250	MU01	
	2170-29	Y	100329 2145	ST PAUL	001	1345	QP02	
	170-31	Y	100330 1900	ST PAUL	001	1330	MU01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN

PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-28	Y	100331 0400	MARQUETTE	001	1215	QP01	
	171-29	Y	100331 1800	MARQUETTE	001	1115	QP02	
	270-30 RC	Y	100401 0001	MARQUETTE	001	1234	MU01	
	170-01	Y	100401 0300	ST PAUL	001	1030	QP01	
	271-31	Y	100401 1045	MARQUETTE	001	1314	QP03	
	171-30	Y	100401 2230	MARQUETTE	001	0915	MU01	
	170-02	Y	100401 2300	ST PAUL	001	1130	QP02	
	271-01	Y	100402 0045	MARQUETTE	001	1100	MU02	
	270-02	Y	100402 1315	ST PAUL	001	1345	QP03	
	171-31	Y	100402 2130	MARQUETTE	001	1400	QP01	
	170-03	Y	100402 2300	ST PAUL	001	1230	MU01	
	171-01	Y	100403 1500	MARQUETTE	001	1000	QP02	
	170-04	Y	100403 2315	ST PAUL	001	1300	MU02	
	271-03	Y	100404 0730	MARQUETTE	001	1000	QP03	
	270-04	Y	100404 1230	ST PAUL	001	0740	QP01	
	170-05	Y	100404 2300	ST PAUL	001	1030	QP02	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	271-04	Y	100405 0100	MARQUETTE	001	1125	MU01	
	171-03	Y	100405 1000	MARQUETTE	001	0845	QP01	
	270-05	Y	100405 1405	ST PAUL	001	1055	QP03	
	170-06	Y	100406 0030	ST PAUL	001	0925	MU01	
	270-06	Y	100406 1400	ST PAUL	001	1145	QP01	
	171-04	Y	100406 1500	MARQUETTE	001	0800	QP02	
	271-06	Y	100407 0100	MARQUETTE	001	1415	QP03	
	171-05	Y	100407 0900	MARQUETTE	001	1220	QP04	
	271-06 RC	Y	100407 1000	MARQUETTE	001	1345	MU01	
	170-07	Y	100407 1130	ST PAUL	001	1100	QP02	
	170-08	Y	100408 0530	ST PAUL	001	0930	QP03	
	171-06	Y	100408 0630	MARQUETTE	001	1100	QP01	
	170-09	Y	100409 0030	ST PAUL	001	1130	QP04	
	271-08	Y	100409 0130	MARQUETTE	001	1100	QP02	
	171-07	Y	100409 0715	MARQUETTE	001	0930	QP03	
	270-09	Y	100409 1300	ST PAUL	001	1400	QP01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-10	Y	100410 0030	ST PAUL	001	0845	QP02	
	271-09	Y	100410 0430	MARQUETTE	001	1115	QP04	
	270-10	Y	100410 1200	ST PAUL	001	1015	QP03	
	171-08	Y	100410 1700	MARQUETTE	001	0945	QP01	
	271-10	Y	100411 0245	MARQUETTE	001	1315	QP02	
	170-11	Y	100411 0345	ST PAUL	001	1230	QP04	
	271-10 RC	Y	100411 1400	MARQUETTE	001	0945	MU01	
	270-11	Y	100411 1445	ST PAUL	001	0815	QP01	
	171-09	Y	100411 2000	MARQUETTE	001	1245	QP03	
	170-12	Y	100412 0515	ST PAUL	001	0915	QP02	
	270-12	Y	100412 1200	ST PAUL	001	1145	MU01	
	271-12	Y	100412 1350	MARQUETTE	001	1055	QP04	
	170-13	Y	100412 2200	ST PAUL	001	1315	QP03	
	171-10	Y	100413 0215	MARQUETTE	001	1400	QP01	
	270-13	Y	100413 1300	ST PAUL	001	1300	QP04	
	171-11	Y	100413 1430	MARQUETTE	001	1200	QP02	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-14	Y	100414 0645	ST PAUL	001	1000	QP01	
	171-12	Y	100414 2115	MARQUETTE	001	1100	QP03	
	170-15	Y	100414 2300	ST PAUL	001	1000	QP02	
	171-13	Y	100415 1700	MARQUETTE	001	1400	QP04	
	170-16	Y	100415 2300	ST PAUL	001	1300	QP03	
	271-15	Y	100416 0100	MARQUETTE	001	0930	QP01	
	171-14	Y	100416 1230	MARQUETTE	001	1300	QP02	
	270-16	Y	100416 2100	ST PAUL	001	1030	QP04	
	170-17	Y	100416 2315	ST PAUL	001	1300	QP01	
	271-16	Y	100417 0045	MARQUETTE	001	1200	QP03	
	171-15	Y	100417 2000	MARQUETTE	001	0930	QP04	
	170-17 RC	Y	100418 0045	ST PAUL	001	0600	QP02	
	170-18	Y	100418 0230	ST PAUL	001	1315	QP03	
	171-16	Y	100418 0845	MARQUETTE	001	1215	QP01	
	170-19	Y	100418 1900	ST PAUL	001	1030	QP04	
	271-18	Y	100418 2115	MARQUETTE	001	1645	QP02	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	271-18 RC	Y	100419 0600	MARQUETTE	001	1215	MU01	
	171-17	Y	100419 1730	MARQUETTE	001	1145	QP04	
	170-20	Y	100419 1800	ST PAUL	001	1145	QP01	
	271-19	Y	100420 0630	MARQUETTE	001	1315	QP03	
	270-20	Y	100420 1715	ST PAUL	001	1230	QP04	
	271-20	Y	100421 0130	MARQUETTE	001	1115	QP02	
	171-19	Y	100421 0500	MARQUETTE	001	1000	QP01	
	170-21	Y	100421 0900	ST PAUL	001	1130	QP03	
	270-21	Y	100422 0100	ST PAUL	001	0930	QP02	
	170-22	Y	100422 0400	ST PAUL	001	1115	QP01	
	271-21	Y	100422 1230	MARQUETTE	001	1015	QP04	
	171-20	Y	100422 2015	MARQUETTE	001	1130	QP03	
	271-22	Y	100423 0830	MARQUETTE	001	1100	QP02	
	270-23	Y	100423 1200	ST PAUL	001	1215	QP04	
	170-24	Y	100423 2300	ST PAUL	001	1245	QP03	
	271-23	Y	100424 0500	MARQUETTE	001	1115	QP01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN

PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-24	Y	100424 1200	ST PAUL	001	0845	QP02	
	171-22	Y	100424 1430	MARQUETTE	001	1115	QP04	
	170-25	Y	100425 0515	ST PAUL	001	0930	QP01	
	171-23	Y	100425 1645	MARQUETTE	001	1025	QP03	
	170-26	Y	100425 2300	ST PAUL	001	1215	QP04	
	171-24	Y	100426 0300	MARQUETTE	001	1430	QP02	
	271-25	Y	100426 1045	MARQUETTE	001	0915	QP01	
	171-24 RC	Y	100426 1230	MARQUETTE	001	0610	MU01	
	270-26	Y	100426 1600	ST PAUL	001	1045	QP03	
	271-26 RC	Y	100427 0640	ST PAUL	001	1135	MU01	
	270-27	Y	100427 1230	ST PAUL	001	1300	QP02	
	171-25	Y	100427 1330	MARQUETTE	001	0945	QP04	
	271-26	Y	100427 1845	MARQUETTE	001	1130	QP03	
	171-25 RC	Y	100427 2200	MARQUETTE	001	0900	MU01	
	170-28	Y	100427 2300	ST PAUL	001	1530	QP01	
	171-26	Y	100428 1115	MARQUETTE	001	1030	QP04	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-28	Y	100428 1830	ST PAUL	001	1245	QP03	
	2270-28	Y	100429 0530	ST PAUL	001	1145	MU01	
	171-27	Y	100429 1300	MARQUETTE	001	0920	QP02	
	270-29	Y	100429 1515	ST PAUL	001	1220	QP04	
	271-29	Y	100430 1200	MARQUETTE	001	0900	QP01	
	270-30	Y	100430 1330	ST PAUL	001	1000	QP02	
	171-28	Y	100430 2200	MARQUETTE	001	1200	QP03	
	170-01	Y	100501 0945	ST PAUL	001	0915	QP01	
	270-01	Y	100501 2200	ST PAUL	001	1200	QP03	
	271-30	Y	100502 0700	MARQUETTE	001	1130	QP04	
	DH4850QT	Y	100502 0715	MARQUETTE	001	0400	QP02	
	171-30	Y	100502 1230	MARQUETTE	001	0815	QP01	
	271-02	Y	100502 2200	MARQUETTE	001	1700	QP03	
	270-02	Y	100502 2315	ST PAUL	001	1015	QP02	
	270-01 RC	Y	100503 0815	ST PAUL	001	0745	QP04	
	270-03	Y	100503 2030	ST PAUL	001	0830	QP01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	DH04822T	Y	100503 2215	MARQUETTE	001	0400	QP02	
	271-03	Y	100504 0600	MARQUETTE	001	1000	QP04	
	171-02	Y	100504 1315	MARQUETTE	001	1015	QP03	
	270-04	Y	100504 1600	ST PAUL	001	0915	QP02	
	271-04	Y	100505 0420	MARQUETTE	001	1140	QP01	
	170-05	N	100505 0445	ST PAUL	001	1030	QP04	
	270-05	Y	100505 1300	ST PAUL	001	1000	QP03	
	171-03	Y	100505 1430	MARQUETTE	001	1030	QP02	
	270-06	Y	100506 1215	ST PAUL	001	1015	QP01	
	271-06	Y	100506 1500	MARQUETTE	001	1230	QP04	
	170-07	Y	100506 2300	ST PAUL	001	0915	QP02	
	171-05	Y	100507 0230	MARQUETTE	001	1115	QP03	
	2271-06RC	Y	100507 0800	MARQUETTE	001	1115	MU01	
	2271-07	Y	100507 1445	MARQUETTE	001	0600	MU02	
	270-07	Y	100507 1600	ST PAUL	001	1230	QP04	
	DH4850QT	Y	100507 2300	MARQUETTE	001	0400	QP01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-08	Y	100508 0145	ST PAUL	001	1130	QP03	
	171-06	Y	100508 1340	MARQUETTE	001	0920	QP02	
	270-08	Y	100508 1500	ST PAUL	001	1015	QP01	
	271-07	Y	100509 0215	MARQUETTE	001	1245	QP04	
	171-07	Y	100509 0935	MARQUETTE	001	1025	QP03	
	270-09	Y	100509 1415	ST PAUL	001	0930	QP02	
	170-10	Y	100510 0345	ST PAUL	001	1145	QP04	
	DH4850QT	Y	100510 0600	MARQUETTE	001	0420	QP01	
	270-10	Y	100510 1215	ST PAUL	001	0945	QP03	
	171-08	Y	100510 1700	MARQUETTE	001	0945	QP02	
	271*11	Y	100511 1215	MARQUETTE	001	1025	MU01	
	271-11	Y	100511 1215	MARQUETTE	001	1030	QP04	
	270-11	Y	100511 1445	ST PAUL	001	1215	QP01	
	DH04617T	Y	100511 1745	ST PAUL	001	0400	QP02	
	171-10	Y	100512 0830	MARQUETTE	001	1310	QP03	
	270*12	Y	100512 1235	ST PAUL	001	1255	MU01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-12	Y	100512 1235	ST PAUL	001	1255	QP04	
	DH4850QT	Y	100512 1330	MARQUETTE	001	0430	QP02	
	8270-11	Y	100513 0615	ST PAUL	001	1135	QP02	
	171-11	Y	100513 0730	MARQUETTE	001	1145	QP01	
	270-13	Y	100513 1215	ST PAUL	001	0945	QP03	
	171-12	Y	100514 0515	MARQUETTE	001	1215	QP04	
	270-14	Y	100514 1300	ST PAUL	001	1330	QP01	
	271*13	Y	100514 1310	MARQUETTE	001	1035	MU01	
	271-13	Y	100514 1310	MARQUETTE	001	1035	QP02	
	271-14	Y	100514 1600	MARQUETTE	001	1445	QP03	
	170-15	Y	100515 0545	ST PAUL	001	0955	QP04	
	270-15	Y	100515 1230	ST PAUL	001	0700	QP02	
	270*15	Y	100515 1230	ST PAUL	001	0700	MU01	
	271-15	Y	100515 1600	MARQUETTE	001	1000	QP01	
	270-15C RC	Y	100516 1000	ST PAUL	001	0630	QP03	
	270-16	Y	100516 1400	ST PAUL	001	1045	QP01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	271-16	Y	100516 1800	MARQUETTE	001	1220	QP04	
	DH4850QT	Y	100517 1340	MARQUETTE	001	0420	QP02	
	170-17	Y	100517 1645	MARQUETTE	001	1300	QP03	
	270-17	Y	100517 1840	ST PAUL	001	1250	QP04	
	271-17	Y	100517 2220	MARQUETTE	001	1325	QP01	
	271-17 RC	Y	100518 0615	MARQUETTE	001	0725	MU01	
	170-18	Y	100518 0915	ST PAUL	001	1335	QP02	
	271-18	Y	100518 2300	MARQUETTE	001	1015	QP03	
	270-18	Y	100519 0110	ST PAUL	001	1140	QP01	
	270*19	Y	100519 1200	ST PAUL	001	1310		
	270-19	Y	100519 1200	ST PAUL	001	1310	MU01	
	171*17	Y	100519 1515	MARQUETTE	001	1155	MU02	
	171-17	Y	100519 1515	MARQUETTE	001	1155	QP04	
	170-20	Y	100520 1200	ST PAUL	001	1015	QP03	
	271-19	Y	100520 1400	MARQUETTE	001	0930	QP02	
	170-21	N	100521 0315	ST PAUL	001	0830	QP04	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170*21	Y	100521 0315	ST PAUL	001	0830	MU02	
	DH4850QT	Y	100521 0600	MARQUETTE	001	0420	QP01	
	270-21	Y	100521 1230	ST PAUL	001	1150	QP02	
	271-21	Y	100521 1830	MARQUETTE	001	1137	QP03	
	170-22	Y	100521 2300	ST PAUL	001	1015	QP01	
	DHREST T	Y	100522 0600	MARQUETTE	001	0355	QP04	
	171-20	Y	100522 1220	MARQUETTE	001	0925	QP02	
	270-22	Y	100522 1810	ST PAUL	001	1300	QP03	
	170-23	N	100523 0015	ST PAUL	001	1000	QP04	
	271-22	Y	100523 0045	MARQUETTE	001	1030	QP01	
	270-23	Y	100523 1410	ST PAUL	001	0740	QP02	
	271-23	Y	100523 2130	MARQUETTE	001	1040	QP03	
	170-24	Y	100523 2315	ST PAUL	001	0815	QP01	
	DH4850QT	Y	100524 0600	MARQUETTE	001	0345	QP04	
	171-22	Y	100524 1130	MARQUETTE	001	1100	QP02	
	270-24	Y	100524 2010	ST PAUL	001	1050	QP03	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN

PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY:

START DATE: 100101

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	DH04617T	Y	100525 0050	ST PAUL	001	0440	QP04	
	171-23	Y	100525 0200	MARQUETTE	001	1040	QP01	
	271-24	Y	100525 0645	MARQUETTE	001	1200	MU01	
	270-25	Y	100525 1500	ST PAUL	001	N/A	QP02	
	271-24 RC	Y	100525 1730	MARQUETTE	001	N/A	QP04	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
END OF ASSIGNMENT HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	DH04617T	Y	100525 0050	ST PAUL	001	0440	QP04	
	270-25	Y	100525 1500	ST PAUL	001	1025	QP02	
	270-26	Y	100526 1545	ST PAUL	001	0915	QP04	
	270-27	Y	100527 1200	ST PAUL	001	1000	QP03	
	270-28	Y	100528 1215	ST PAUL	001	1335	QP01	
	170-28	Y	100529 0230	ST PAUL	001	1030	QP04	
	270-29	Y	100529 1200	ST PAUL	001	0945	QP03	
	170-29	Y	100530 0715	ST PAUL	001	0845	QP02	
	170-30	Y	100530 1845	ST PAUL	001	0805	QP01	
	270-30	Y	100531 0200	ST PAUL	001	1100	QP04	
	270-31	Y	100531 1200	ST PAUL	001	1045	QP03	
	170-31	Y	100601 0145	ST PAUL	001	0900	QP02	
	270-01	Y	100601 1200	ST PAUL	001	0920	QP01	
	170-01	Y	100602 0220	ST PAUL	001	0945	QP04	
	270-02	N	100602 1215	ST PAUL	001	0920	QP03	
	170-02	Y	100602 2315	ST PAUL	001	0945	QP02	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

-DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-03	Y	100603 1250	ST PAUL	001	1015	QP01	
	170-03	N	100604 0800	ST PAUL	001	0830	QP03	
	270-04	Y	100604 1220	ST PAUL	001	1155	QP04	
	270-05	Y	100605 1200	ST PAUL	001	0750	QP02	
	170-05	N	100606 0550	ST PAUL	001	1240	QP03	
	270-06	Y	100606 1230	ST PAUL	001	1000	MU01	
	270-07	Y	100607 1200	ST PAUL	001	0915	QP01	
	DH04850T	Y	100607 1300	ST PAUL	001	0400	QP02	
	270-08	Y	100608 1525	ST PAUL	001	1235	QP03	
	170-08	Y	100609 0015	ST PAUL	001	0845	QP05	
	270-09	Y	100609 1200	ST PAUL	001	0945	QP02	
	270-10	Y	100610 1530	ST PAUL	001	1035	QP01	
	170-10	Y	100611 0015	ST PAUL	001	0830	QP04	
	270-11	N	100611 1700	ST PAUL	001	1030	QP03	
	170-11	Y	100611 2045	ST PAUL	001	0820	QP05	
	270-12	Y	100612 1710	ST PAUL	001	1150	QP04	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ
 POOL OR YD/LO: QP
 ASSIGNMENT:

ASSIGNMENT HISTORY
 HOME/AWAY: 1
 (FOR A SPECIFIC JOB)

PSTS17A
 START DATE: 100525

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	9270-12	Y	100613 0315	ST PAUL	001	0915	MU01	
	270-13	Y	100613 2130	ST PAUL	001	0915	QP02	
	170-14	Y	100614 1930	ST PAUL	001	0920	QP03	
	270-15	Y	100615 1500	ST PAUL	001	1200	QP04	
	170-15	Y	100615 1845	ST PAUL	001	0845	QP02	
	270-16	Y	100616 1700	ST PAUL	001	1200	QP05	
	170-16	N	100617 0410	ST PAUL	001	0825	QP03	
	270-17	Y	100617 1530	ST PAUL	001	1315	QP04	
	270-18	Y	100618 1255	ST PAUL	001	1550	QP02	
	170-18	Y	100619 0830	ST PAUL	001	0854	QP05	
	270-19	N	100619 2245	ST PAUL	001	0900	QP03	
	170-19	Y	100620 0615	ST PAUL	001	0945	QP04	
	270-20	Y	100620 2300	ST PAUL	001	0930	QP02	
	270-21	Y	100621 1230	ST PAUL	001	1205	QP05	
	170-21	N	100621 2050	ST PAUL	001	1240	QP03	
	270-22	Y	100622 1340	ST PAUL	001	1310	QP04	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	DH04617T	Y	100623 0615	ST PAUL	001	0345	QP02	
	270-23	Y	100623 1225	ST PAUL	001	1200	QP05	
	270-24	Y	100624 1715	ST PAUL	001	0800	QP04	
	170-24	N	100625 0045	ST PAUL	001	0945	QP03	
	270-25	Y	100625 1900	ST PAUL	001	1445	QP02	
	270-26	Y	100626 0930	ST PAUL	001	0950	QP05	
	170-26	N	100626 2340	ST PAUL	001	1235	QP03	
	270-27	Y	100627 1015	ST PAUL	001	1055	MU01	
	270-28	Y	100628 1200	ST PAUL	001	0930	QP02	
	170-28	Y	100628 2140	ST PAUL	001	1005	QP04	
	270-29	N	100629 1320	ST PAUL	001	1210	QP03	
	170-29	Y	100629 2215	ST PAUL	001	0830	QP05	
	170-30	Y	100630 2215	ST PAUL	001	1030	QP02	
	270-30	Y	100701 0315	ST PAUL	001	1315	MU01	
	270-01	N	100701 1530	ST PAUL	001	1030	QP03	
	170-01	Y	100701 1930	ST PAUL	001	1000	QP04	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

4

-DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-02	Y	100702 1400	ST PAUL	001	1330	QP05	
	170-02	Y	100702 2210	ST PAUL	001	0910	MU02	
	270-03	Y	100703 1240	ST PAUL	001	1220	QP02	
	170-03	Y	100703 2230	ST PAUL	001	1230	QP03	
	270-04	Y	100704 2030	ST PAUL	001	1030	QP04	
	170-04	Y	100705 0720	ST PAUL	001	0750	QP05	
	CWR-05	Y	100705 1100	ST PAUL	001	1215	MU01	
	170-05	Y	100706 0505	ST PAUL	001	1100	QP02	
	270-06	Y	100706 1115	ST PAUL	001	1330	MU02	
	170-06	Y	100707 0430	ST PAUL	001	1300	QP04	
	270-07	Y	100707 1500	ST PAUL	001	1050	QP05	
	270-08	Y	100709 0445	ST PAUL	001	1005	QP04	
	3CWR-08	Y	100709 0830	ST PAUL	001	0715	QP02	
	270-09	Y	100709 1330	ST PAUL	001	1200	QP03	
	170-09	Y	100710 0130	ST PAUL	001	0740	QP05	
	270-10	Y	100710 1845	ST PAUL	001	1145	MU01	

Missed pch

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PFB FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-10	Y	100711 0515	ST PAUL	001	0825	MU02	
	270-11	Y	100711 1200	ST PAUL	001	0815	QP04	
	DH04617T	Y	100711 1330	ST PAUL	001	0330	QP02	
	270-12	Y	100712 1300	ST PAUL	001	0810	QP05	
	270-13	N	100713 1215	ST PAUL	001	1100	QP03	
	170-13	Y	100714 0030	ST PAUL	001	1000	QP02	
	270-14	Y	100714 1200	ST PAUL	001	1130	QP04	
	170-14	Y	100715 0330	ST PAUL	001	1000	MU01	
	270-15	N	100715 1415	ST PAUL	001	1040	QP03	
	270-16	Y	100716 1420	ST PAUL	001	1115	QP05	
	270-17	Y	100717 1230	ST PAUL	001	1000	QP02	
	170-17	Y	100718 0820	ST PAUL	001	0835	QP05	
	270-18	Y	100718 1030	ST PAUL	001	0815	MU01	
	170-18	Y	100719 0400	ST PAUL	001	1025	MU02	
	270-19	Y	100719 2015	ST PAUL	001	0800	QP04	
	170-19	Y	100720 1045	ST PAUL	001	1200	QP05	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ
POOL OR YD/LO: QP
ASSIGNMENT:

ASSIGNMENT HISTORY
HOME/AWAY: 1
(FOR A SPECIFIC JOB)

PSTS17A
START DATE: 100525

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-20	Y	100720 1730	ST PAUL	001	0930	QP02	
	170-20	N	100721 1200	ST PAUL	001	1140	QP03	
	270-21	Y	100721 1500	ST PAUL	001	1305	MU02	
	270-22	Y	100722 1300	ST PAUL	001	1245	QP04	
	170-22	Y	100723 0945	ST PAUL	001	0955	QP05	
	270-23	N	100723 1900	ST PAUL	001	1210	QP03	
	170-23	Y	100723 2230	ST PAUL	001	0855	QP02	
	270-25	Y	100725 2330	ST PAUL	001	1020	QP05	
	270-26	Y	100726 1900	ST PAUL	001	1250	QP03	
	170-26	Y	100727 0300	ST PAUL	001	1145	QP02	
	270-27	Y	100727 1830	ST PAUL	001	1200	QP04	
	170-27	Y	100728 0505	ST PAUL	001	1050	QP05	
	170-28	N	100728 2130	ST PAUL	001	1045	QP03	
	270-29	Y	100730 0630	ST PAUL	001	1030	QP02	
	270-30	Y	100730 2015	ST PAUL	001	1100	QP04	
	170-30	Y	100731 0110	ST PAUL	001	0935	QP05	

M 5/24/04

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-31	Y	100731 1300	ST PAUL	001	1315	QP03	
	170-31	Y	100731 2330	ST PAUL	001	1145	MU02	
	270-01	Y	100801 1315	ST PAUL	001	0730	QP02	
	170-01	Y	100802 0245	ST PAUL	001	0945	QP04	
	170-02	Y	100802 2230	ST PAUL	001	0955	QP05	
	270-03	N	100803 1200	ST PAUL	001	1145	QP03	
	170-03	Y	100804 0001	ST PAUL	001	0844	QP02	
	270-04	Y	100804 1320	ST PAUL	001	1220	QP04	
	170-04	Y	100804 1800	ST PAUL	001	1100	MU01	
	270-05	Y	100805 1650	ST PAUL	001	1330	QP05	
	170-05	Y	100806 0045	ST PAUL	001	1230	QP03	
	270-06	Y	100806 1500	ST PAUL	001	1100	QP02	
	170-06	Y	100807 0055	ST PAUL	001	0835	QP04	
	270-07	Y	100807 1655	ST PAUL	001	0935	MU02	
	270-08	Y	100808 1530	ST PAUL	001	0935	QP05	
	170-08	Y	100809 0530	ST PAUL	001	1005	QP03	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

-DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-09	Y	100809 1200	ST PAUL	001	1030	QP02	
	170-09	Y	100810 0430	ST PAUL	001	0730	MU01	
	270-10	Y	100810 1201	ST PAUL	001	1205	QP05	
	270-11	Y	100811 1200	ST PAUL	001	0910	QP04	
	170-11	Y	100811 2130	ST PAUL	001	1145	QP03	
	270-12	Y	100812 1200	ST PAUL	001	0945	QP02	
	170-12	Y	100813 0300	ST PAUL	001	1130	QP05	
	270-13	Y	100813 1200	ST PAUL	001	1215	MU01	
	DH04617T	Y	100813 1515	ST PAUL	001	0430	QP04	
	270-14	Y	100814 1015	ST PAUL	001	1030	QP03	
	170-14	Y	100815 0015	ST PAUL	001	0935	QP02	
	270-15	Y	100815 0915	ST PAUL	001	1025	QP05	
	170-15	Y	100816 0045	ST PAUL	001	0800	QP04	
	270-16	Y	100816 1200	ST PAUL	001	1030	QP03	
	170-16	Y	100817 0115	ST PAUL	001	1330	QP02	
	270-17	Y	100817 1200	ST PAUL	001	1325	QP05	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

9

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	170-17	Y	100818 0445	ST PAUL	001	1100	QP04	
	270-18	N	100818 1315	ST PAUL	001	1115	QP03	
	270-19	Y	100819 1200	ST PAUL	001	1215	QP02	
	170-18	Y	100819 1830	ST PAUL	001	1120	QP05	
	170-19	Y	100820 0300	ST PAUL	001	1000	MU01	
	270-20	Y	100820 1200	ST PAUL	001	1130	QP04	
	170-20	N	100821 0130	ST PAUL	001	0820	QP03	
	270-21	Y	100821 1600	ST PAUL	001	1130	QP02	
	270-22	Y	100822 1200	ST PAUL	001	0920	QP05	
	170-23	N	100823 0001	ST PAUL	001	0859	QP03	
	270-23	Y	100823 1200	ST PAUL	001	1159	MU01	
	170-24	Y	100824 0230	ST PAUL	001	0915	QP02	
	270-24	Y	100824 1410	ST PAUL	001	1105	QP05	
	170-25	Y	100825 0245	ST PAUL	001	0815	QP04	
	270-25	Y	100825 1200	ST PAUL	001	1015	QP03	
	170-26	Y	100826 0115	ST PAUL	001	1245	QP02	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

~DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-26	N	100826 1200	ST PAUL	001	0810	QP05	
	170-27	Y	100827 0715	ST PAUL	001	1115	QP04	
	270-27	Y	100827 1630	ST PAUL	001	1100	QP03	
	170-28	Y	100828 0245	ST PAUL	001	0915	QP02	
	270-28	Y	100828 1130	ST PAUL	001	1040	MU01	
	170-29	Y	100829 0305	ST PAUL	001	1025	QP05	
	270-29	Y	100829 1130	ST PAUL	001	0800	QP04	
	170-30	Y	100829 2030	ST PAUL	001	1215	QP03	
	270-30	Y	100830 1500	ST PAUL	001	0805	QP02	
	170-31	Y	100831 0015	ST PAUL	001	0815	MU01	
	270-31	Y	100831 1500	ST PAUL	001	1200	QP04	
	170-01	Y	100831 2200	ST PAUL	001	1045	QP05	
	270-01	N	100901 1500	ST PAUL	001	0745	QP03	
	170-02	Y	100902 0021	ST PAUL	001	0950	QP02	
	270-02	Y	100902 1500	ST PAUL	001	1230	QP05	
	170-03	Y	100903 0200	ST PAUL	001	1000	MU01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF6=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 1

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	270-03	N	100903 1200	ST PAUL	001	0935	QP03	
	170-04	Y	100903 2315	ST PAUL	001	1045	QP02	
	270-04	Y	100904 1200	ST PAUL	001	0910	MU02	
	170-05	Y	100904 2300	ST PAUL	001	0720	QP04	
	270-05	Y	100905 1200	ST PAUL	001	0735	QP05	
	170-06	N	100905 2300	ST PAUL	001	0800	QP03	
	270-06	Y	100906 1200	ST PAUL	001	0830	QP02	
	170-07	Y	100906 2300	ST PAUL	001	0730	MU01	
	270-07	Y	100907 1600	ST PAUL	001	N/A	QP05	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN

END OF ASSIGNMENT HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 0

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-23	Y	100525 0200	MARQUETTE	001	1040	QP01	
	271-24	Y	100525 0645	MARQUETTE	001	1200	MU01	
	271-24 RC	Y	100525 1730	MARQUETTE	001	1015	QP04	
	271-25	Y	100526 1330	MARQUETTE	001	1000	QP03	
	171-25	Y	100527 1330	MARQUETTE	001	0915	QP01	
	171-26	Y	100527 2230	MARQUETTE	001	1040	QP04	
	271-26	Y	100528 0415	MARQUETTE	001	1415	QP02	
	271-27	Y	100528 1000	MARQUETTE	001	1040	QP03	
	171-27	Y	100529 0845	MARQUETTE	001	1030	QP02	
	271-28	Y	100529 1630	MARQUETTE	001	1030	QP01	
	171-28	Y	100530 0130	MARQUETTE	001	1130	QP04	
	271-29	Y	100530 1215	MARQUETTE	001	0825	QP03	
	171-29	Y	100531 0400	MARQUETTE	001	0945	QP02	
	271-30	Y	100531 1450	MARQUETTE	001	0820	QP01	
	171-30	Y	100601 0245	MARQUETTE	001	1135	QP04	
	271-31	Y	100601 1330	MARQUETTE	001	0900	QP03	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 0

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-31	Y	100601 2345	MARQUETTE	001	0830	QP02	
	271-01	Y	100602 0715	MARQUETTE	001	N/A	MU01	
	271-01	Y	100602 1300	MARQUETTE	001	1150	QP01	
	271-02	Y	100603 0900	MARQUETTE	001	1200	QP04	
	171-01	Y	100603 0945	MARQUETTE	001	1015	QP03	
	271-03	Y	100604 1100	MARQUETTE	001	1030	QP02	
	170-04	Y	100604 2200	MARQUETTE	001	1330	QP01	
	171-03	Y	100605 0820	MARQUETTE	001	0930	QP03	
	271-04	Y	100605 1200	MARQUETTE	001	1020	MU01	
	170-4 RC	Y	100605 1205	MARQUETTE	001	1200	MU02	
	171-04	Y	100606 1050	MARQUETTE	001	0855	QP01	
	271-05	Y	100606 1330	MARQUETTE	001	0900	QP02	
	170-06 CT	Y	100606 2145	MARQUETTE	001	1230	MU02	
	271-06	Y	100607 1630	MARQUETTE	001	1055	QP03	
	DH4850QT	Y	100608 0615	MARQUETTE	001	0435	QP05	
	271-07	Y	100608 0945	MARQUETTE	001	1007	QP02	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ
 POOL OR YD/LO: QP
 ASSIGNMENT:

ASSIGNMENT HISTORY
 HOME/AWAY: 0
 (FOR A SPECIFIC JOB)

PSTS17A
 START DATE: 100525

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-06	Y	100608 1130	MARQUETTE	001	1400	QP01	
	271-08	Y	100609 2330	MARQUETTE	001	1145	QP04	
	171-08	Y	100610 1300	MARQUETTE	001	0800	QP03	
	271-09	Y	100610 1400	MARQUETTE	001	1130	QP05	
	171-09	Y	100611 0830	MARQUETTE	001	1515	QP02	
	271-10	Y	100611 1345	MARQUETTE	001	1400	QP01	
	271-10 RC	Y	100611 2215	MARQUETTE	001	0655	QP04	
	171-10	Y	100612 0630	MARQUETTE	001	0835	MU01	
	271-11	Y	100613 0001	MARQUETTE	001	0929	QP02	
	271-12	Y	100613 1700	MARQUETTE	001	1050	QP03	
	171-11	Y	100614 0215	MARQUETTE	001	1435	QP05	
	171-12	Y	100614 1300	MARQUETTE	001	1300	QP04	
	271-13	Y	100614 2015	MARQUETTE	001	1030	QP02	
	271-14	Y	100615 1400	MARQUETTE	001	1250	QP05	
	171-14	N	100616 0330	MARQUETTE	001	1220	QP03	
	271-15	Y	100616 1645	MARQUETTE	001	1040	QP04	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

C

DIST: 8I SUB-DIST: MQ
POOL OR YD/LO: QP
ASSIGNMENT:

ASSIGNMENT HISTORY
HOME/AWAY: 0
(FOR A SPECIFIC JOB)

PSTS17A
START DATE: 100525

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-15	Y	100617 1430	MARQUETTE	001	0800	QP02	
	271-16	Y	100618 0230	MARQUETTE	001	1500	QP05	
	171-16	N	100618 1130	MARQUETTE	001	0915	QP03	
	271-17	Y	100619 0315	MARQUETTE	001	1030	QP04	
	271-18	Y	100619 2035	MARQUETTE	001	0940	QP02	
	171-17	Y	100620 0845	MARQUETTE	001	0845	QP05	
	171-18	Y	100621 0115	MARQUETTE	001	0735	QP03	
	271-20	Y	100621 1545	MARQUETTE	001	0955	QP04	
	171-19	Y	100622 0630	MARQUETTE	001	1145	QP02	
	271-21	Y	100622 1300	MARQUETTE	001	1125	QP05	
	271-22	N	100623 1700	MARQUETTE	001	1220	QP03	
	171-21	Y	100623 2045	MARQUETTE	001	0805	QP04	
	271-23	Y	100624 2000	MARQUETTE	001	1100	QP02	
	171-22	Y	100625 0610	MARQUETTE	001	0900	QP05	
	271-24	N	100625 2250	MARQUETTE	001	1110	QP03	
	171-24	Y	100626 1200	MARQUETTE	001	0815	MU01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 0

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	271-26	Y	100627 0830	MARQUETTE	001	1200	QP02	
	171-25	Y	100627 1445	MARQUETTE	001	0500	QP05	
	171*25	Y	100627 1930	MARQUETTE	001	0745	QP04	
	171-26	Y	100628 1330	MARQUETTE	001	0835	QP03	
	271-27	Y	100628 1430	MARQUETTE	001	1155	QP05	
	171-27	Y	100629 1330	MARQUETTE	001	0730	QP02	
	271-28	Y	100629 1500	MARQUETTE	001	1045	MU01	
	271-29	Y	100630 1330	MARQUETTE	001	1200	QP04	
	171-28	Y	100630 1430	MARQUETTE	001	1035	QP03	
	271-30	Y	100701 0945	MARQUETTE	001	1215	QP05	
	171-29	Y	100701 1145	MARQUETTE	001	1015	MU02	
	271-01	Y	100702 1115	MARQUETTE	001	1145	QP02	
	171-30	N	100702 1720	MARQUETTE	001	1025	QP03	
	171-01	Y	100703 1430	MARQUETTE	001	0935	QP04	
	271-03	Y	100704 0400	MARQUETTE	001	1250	QP05	
	171-02	Y	100704 1100	MARQUETTE	001	0915	MU01	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

E

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 0

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-03	Y	100705 0645	MARQUETTE	001	1020	QP02	
	271-04	Y	100705 1440	MARQUETTE	001	0820	MU02	
	CWR-02	Y	100705 1900	MARQUETTE	001	1115	QP04	
	271-05	Y	100706 1230	MARQUETTE	001	1250	QP05	
	171-04	N	100707 0445	MARQUETTE	001	1345	QP03	
	271-06	Y	100708 0900	MARQUETTE	001	1100	QP02	
	DH4850QT	Y	100708 0930	MARQUETTE	001	0535	QP04	
	171-06	N	100708 1350	MARQUETTE	001	0910	QP03	
	271-07	Y	100708 1815	MARQUETTE	001	1230	QP05	
	271-08	Y	100709 1000	MARQUETTE	001	1230	MU01	
	171-07	Y	100709 1730	MARQUETTE	001	1045	MU02	
	271-09	Y	100710 1100	MARQUETTE	001	1055	QP04	
	171-08	Y	100710 1300	MARQUETTE	001	1000	QP02	
	171-09	N	100711 0045	MARQUETTE	001	1330	QP03	
	271-10	Y	100711 1315	MARQUETTE	001	0835	QP05	
	171-10	Y	100712 0630	MARQUETTE	001	0945	QP03	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

F

DIST: 8I SUB-DIST: MQ
POOL OR YD/LO: QP
ASSIGNMENT:

ASSIGNMENT HISTORY
HOME/AWAY: 0
(FOR A SPECIFIC JOB)

PSTS17A
START DATE: 100525

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	DH4850QT	Y	100713 0830	MARQUETTE	001	0400	QP02	
	271-12	Y	100713 0930	MARQUETTE	001	1000	QP04	
	171-11	Y	100713 1130	MARQUETTE	001	0930	QP05	
	271-13	Y	100714 0500	MARQUETTE	001	1030	MU01	
	171-12	N	100714 1115	MARQUETTE	001	1030	QP03	
	271-14	Y	100715 1400	MARQUETTE	001	1210	QP05	
	DH4850DT	Y	100716 0630	MARQUETTE	001	0445	QP02	
	271-15	Y	100716 1130	MARQUETTE	001	1030	QP04	
	171-14	N	100716 1300	MARQUETTE	001	0945	QP03	
	271-16	Y	100717 1100	MARQUETTE	001	1110	MU01	
	DH04822T	Y	100717 1545	MARQUETTE	001	0435	QP05	
	171-16	Y	100717 2315	MARQUETTE	001	0900	MU02	
	DH4850QT	Y	100718 2000	MARQUETTE	001	0445	QP04	
	271-17	Y	100719 0500	MARQUETTE	001	1100	QP02	
	171-17	Y	100719 0600	MARQUETTE	001	0950	QP05	
	271-18	N	100719 1415	MARQUETTE	001	0915	QP03	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

G

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 0

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	271-19	Y	100720 0430	MARQUETTE	001	1600	MU01	
	171-18	Y	100720 0800	MARQUETTE	001	0930	MU02	
	271-20	Y	100721 1345	MARQUETTE	001	1115	QP04	
	171-19	Y	100721 2200	MARQUETTE	001	1025	QP05	
	271-21	Y	100722 1800	MARQUETTE	001	1200	QP02	
	171-20	N	100722 1930	MARQUETTE	001	1015	QP03	
	271-22	Y	100723 1500	MARQUETTE	001	1245	QP04	
	171-22	Y	100724 2300	MARQUETTE	001	1215	QP05	
	171-23	N	100725 1520	MARQUETTE	001	1105	QP03	
	271-24	Y	100726 0300	MARQUETTE	001	1200	QP02	
	271-25	Y	100726 1600	MARQUETTE	001	1115	QP04	
	171-25	Y	100727 0315	MARQUETTE	001	1255	QP05	
	DH4850QT	N	100728 0045	MARQUETTE	001	0435	QP03	
	271-26	Y	100729 0615	MARQUETTE	001	1200	QP02	
	271-28	Y	100729 1230	MARQUETTE	001	0930	QP04	
	171-27	Y	100729 2015	MARQUETTE	001	1105	QP05	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

H

DIST: BI SUB-DIST: MQ
POOL OR YD/LO: QP
ASSIGNMENT:

ASSIGNMENT HISTORY
HOME/AWAY: 0
(FOR A SPECIFIC JOB)

PSTS17A
START DATE: 100525

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	271-29	N	100730 1215	MARQUETTE	001	1045	QP03	
	171-28	Y	100730 1500	MARQUETTE	001	1715	MU01	
	171-29	Y	100731 0250	MARQUETTE	001	0840	MU02	
	271-30	Y	100731 1430	MARQUETTE	001	1045	QP02	
	171-30	Y	100801 0630	MARQUETTE	001	0800	QP04	
	171-31	Y	100802 0130	MARQUETTE	001	0845	QP05	
	271-01	N	100802 0630	MARQUETTE	001	1215	QP03	
	DH4850QT	Y	100803 0745	MARQUETTE	001	0416	QP02	
	271-02	Y	100803 1345	MARQUETTE	001	1100	QP04	
	171-01	Y	100803 1430	MARQUETTE	001	1340	MU01	
	171-02	Y	100804 1615	MARQUETTE	001	1145	QP05	
	271-03	Y	100804 2000	MARQUETTE	001	1045	QP03	
	171-03	Y	100805 1215	MARQUETTE	001	1015	QP02	
	271-04	Y	100805 2330	MARQUETTE	001	1115	QP04	
	171-04	Y	100806 0645	MARQUETTE	001	1045	MU01	
	271-05	Y	100806 1535	MARQUETTE	001	1240	MU02	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

J

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 0

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-05	Y	100807 1750	MARQUETTE	001	0940	QP05	
	271-06	Y	100808 0215	MARQUETTE	001	1115	QP03	
	171-06	Y	100808 0500	MARQUETTE	001	0930	QP02	
	271-07	Y	100808 1615	MARQUETTE	001	1600	QP04	
	171-07	Y	100809 0145	MARQUETTE	001	1135	MU01	
	DH4850QT	Y	100809 1930	MARQUETTE	001	0431	QP05	
	171-08	Y	100810 0130	MARQUETTE	001	1545	QP04	
	271-09	Y	100810 2315	MARQUETTE	001	1000	QP03	
	271-10	Y	100811 0645	MARQUETTE	001	1215	QP02	
	171-09	Y	100811 1400	MARQUETTE	001	1125	QP05	
	271-11	Y	100812 0345	MARQUETTE	001	1210	MU01	
	171-10	Y	100812 1230	MARQUETTE	001	1015	QP04	
	271-12	Y	100813 1000	MARQUETTE	001	1100	QP03	
	171-11	Y	100813 1845	MARQUETTE	001	1115	QP02	
	271-13	Y	100814 1100	MARQUETTE	001	1015	QP05	
	171-13	Y	100815 0030	MARQUETTE	001	0915	QP04	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

J

- DIST: 81 SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 0

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	271-14	Y	100815 1100	MARQUETTE	001	1000	QP03	
	171-14	Y	100816 0045	MARQUETTE	001	0730	QP02	
	271-15	Y	100816 1330	MARQUETTE	001	1025	QP05	
	171-15	Y	100817 0200	MARQUETTE	001	1025	QP04	
	271-16	Y	100817 1430	MARQUETTE	001	0910	QP03	
	2271-17	Y	100818 0330	MARQUETTE	001	1300	QP02	
	171-16	Y	100818 1450	MARQUETTE	001	0955	QP05	
	171-17	Y	100819 0045	MARQUETTE	001	0845	MU01	
	271-18	Y	100819 1500	MARQUETTE	001	0745	QP04	
	171-18	N	100819 2240	MARQUETTE	001	1145	QP03	
	271-19	Y	100820 1500	MARQUETTE	001	1215	QP02	
	171-19	Y	100821 0200	MARQUETTE	001	0835	QP05	
	271-20	N	100821 2150	MARQUETTE	001	1110	QP03	
	271-21	Y	100822 0800	MARQUETTE	001	1135	MU01	
	171-21	Y	100823 0130	MARQUETTE	001	1230	QP02	
	271-22	Y	100823 1300	MARQUETTE	001	1235	QP05	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
PRESS PF8 FOR MORE HISTORY

K

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 0

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	DH4850QT	Y	100824 0600	MARQUETTE	001	0400	QP04	
	171-22	Y	100824 1200	MARQUETTE	001	1130	QP03	
	271-24	Y	100825 0130	MARQUETTE	001	1100	QP02	
	171-23	N	100825 1315	MARQUETTE	001	0910	QP05	
	271-25	Y	100826 0315	MARQUETTE	001	1210	QP04	
	171-24	Y	100826 1330	MARQUETTE	001	1330	QP03	
	271-26	Y	100827 0430	MARQUETTE	001	1015	QP02	
	171-25	Y	100827 0730	MARQUETTE	001	1030	MU01	
	271-27	Y	100828 0330	MARQUETTE	001	1135	QP05	
	171-26	Y	100828 0740	MARQUETTE	001	0720	QP04	
	171-27	N	100828 2215	MARQUETTE	001	0915	QP03	
	271-28	Y	100829 0615	MARQUETTE	001	1210	QP02	
	171-28	Y	100829 2345	MARQUETTE	001	1215	MU01	
	271-29	Y	100830 1330	MARQUETTE	001	0930	QP04	
	171-29	Y	100830 2115	MARQUETTE	001	1115	QP05	
	271-30	N	100831 1330	MARQUETTE	001	1015	QP03	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 PRESS PF8 FOR MORE HISTORY

L

DIST: 8I SUB-DIST: MQ

ASSIGNMENT HISTORY

PSTS17A

POOL OR YD/LO: QP

HOME/AWAY: 0

START DATE: 100525

ASSIGNMENT:

(FOR A SPECIFIC JOB)

X	TRAIN ID	CO	ODT-DATE/TIME	INT-TERMINAL	MILES	DUTY	ENG	TRN
	171-30	Y	100901 0001	MARQUETTE	001	1210	QP02	
	271-31	Y	100901 1200	MARQUETTE	001	0955	QP05	
	2171-01	Y	100902 0100	MARQUETTE	001	1230	MU01	
	271-01	N	100902 1300	MARQUETTE	001	0950	QP03	
	171-01	Y	100902 2330	MARQUETTE	001	1000	QP02	
	271-02	Y	100903 1130	MARQUETTE	001	0930	MU02	
	171-02	Y	100903 2300	MARQUETTE	001	1040	QP04	
	271-03	Y	100904 0530	MARQUETTE	001	1000	QP05	
	171-03	N	100905 0001	MARQUETTE	001	0759	QP03	
	271-04	Y	100905 0345	MARQUETTE	001	1145	QP02	
	171-04	Y	100905 2030	MARQUETTE	001	1100	MU01	
	271-05	Y	100906 0735	MARQUETTE	001	1020	QP05	
	171-05	N	100906 1915	MARQUETTE	001	1215	QP03	
	271-06	Y	100907 1300	MARQUETTE	001	N/A	QP02	

VALID HOME AWAY CODES ==> 0 =HOME, 1=>8 =AWAY

ENTER=INQ/DISPLAY CREW INFO PF1=HELP PF3=EXIT PF8=PAGEDN PF11=PREV MEN
 END OF ASSIGNMENT HISTORY

M



Surface Transportation Board
Washington, D.C. 20423-0001

*Office of Public Assistance, Governmental Affairs
and Compliance*

May 10, 2010

Dennis W. Towner
UTU Local 911
715-D Maple Hills Drive East
Maplewood, MN 55117

Dear Mr. Towner,

I am writing on behalf of the Surface Transportation Board's Rail Customer & Public Assistance (RCPA) program, in response to two letters (both dated April 23, 2010), in which you discuss the on-going dispute over the number of trains operated by Canadian Pacific/Dakota, Minnesota & Eastern (CP-DM&E) between St. Paul, Minn., and La Crescent, Minn.

Although I understand the concerns of UTU Local 911 regarding this matter, RCPA has taken the informal complaint process as far as it can and thus does not intend to have any further involvement in this matter. When RCPA was first contacted about this issue by James Nelson with UTU GO-261, we advised Mr. Nelson to work through the proper channels with CP-DM&E to see if this issue could be worked out between the parties, in part because the Board generally does not become involved in labor issues. We advised Mr. Nelson that if CP-DM&E was not taking his concerns seriously, that RCPA would be available to help. My colleague, Brian O'Boyle, indicated this to Jerry Ott with UTU Local 911, by e-mail on December 22, 2009.

As you indicated in your letter, CP-DM&E officials met with Mr. Nelson and Mr. Robert Kerley, also with UTU, on February 2, 2010, to talk about the situation involving the crews on the St. Paul-La Crescent route. Moreover, CP-DM&E's attorney provided RCPA with a letter at the end of March, in which it explained that it had thoroughly looked into this matter and asserted that it had acted in accordance with its legal requirements.

As you know, RCPA cannot compel a rail carrier to take action, but only try to persuade and convince a carrier to act appropriately. In this situation, CP-DM&E has heard the concerns of the UTU (via the February 2, 2010 meeting) and has taken a second, hard look at this issue. Given the fact that it is unclear that CP-DM&E has done anything improper and that this dispute involves a matter (labor issues) that the Board generally refrains from, there is no much more that RCPA can ask CP-DM&E to do apart from this.

If UTU Local 911 feels that CP-DM&E's actions are still improper, it will have to seek recourse through a formal Board proceeding, or perhaps at the National Mediation Board. To raise this issue here at the Board, UTU Local 911 would mostly likely need to file a petition,

which requires a filing fee of \$250. Given some of the technical legal requirements for filing, it would also be advisable to seek legal representation, if at all possible.

Sincerely,

A handwritten signature in black ink that reads "Thomas J. Brugman". The signature is written in a cursive style with a large, prominent initial "T".

Thomas Brugman
Section Chief
STB Rail Customer & Public Assistance