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December 2, 2015

The Honorable Daniel R. Elliott III, Chairman  
United States Surface Transportation Board  
395 E Street, S.W.  
Washington, D.C. 20423

The Honorable Ann D. Begeman, Vice Chairman  
United States Surface Transportation Board  
395 E Street, S.W.  
Washington, D.C. 20423

The Honorable Debra Miller, Commissioner  
United States Surface Transportation Board  
395 E Street, S.W.  
Washington, D.C. 20423

Re: *STB Docket No. EP 724-3 - United States Rail Service Issues- Data Collection*

Dear Mr. Elliott, Ms Begeman and Ms Miller:

I am writing to provide comment on the service data that we are filing contemporaneous herewith in response to the Board's data collection order of October 8, 2014.

CP's US network continues to be fluid and in good operating condition, as it has for many months. Again this week, system average train speed, weekly average terminal dwell, and cars on line data are all good.

The number of outstanding grain car orders is again at zero this reporting week, where it has been for all but four of the last 40 weeks. We spotted a total of 971 grain cars this week, which total includes single cars and cars in dedicated trains, and we received 250 new grain car orders. From a grain order perspective, we remain current in the United States.

The Rapid City, Pierre & Eastern Railroad (RCP&E) did not request any grain cars this week. There was a plus six CP/RCP&E average locomotive balance this reporting week, meaning that on average there were six more CP locomotives on RCP&E than RCP&E locomotives on CP.

Sincerely,

Robert Johnson  
Senior Vice President Operations

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**EP 724(3) - US RAIL SERVICE ISSUES - DATA COLLECTION**

Railroad: CPRS	Year: 2015	Reporting Week: 48	Date Week Began:	11/22/2015
			Date Week Ended:	11/28/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	30.6
Grain unit	24.8
Coal unit	23.9
Automotive unit	16.7
Crude oil unit	25.2
Ethanol unit	21.0
Manifest	22.9
All Other	23.8

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	14.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALBANY	8.1
BENSENVILLE	13.0
GLENWOOD	8.7
HARVEY	7.3
LA CROSSE	27.5
MASON CITY	15.7
MILWAUKEE	23.9
NAHANT	15.4
SARATOGA SPRINGS	13.3
ST PAUL	20.0

3. Total Cars On Line by Car Type for the Reporting Week	
Box	1,018
Covered hopper	12,224
Gondola	1,751
Intermodal	605
Multilevel (automotive)	575
Open hopper	659
Tank	8,755
Other	816
Total	26,403

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4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	37.1
Coal	126.5
Automotive	-
Crude Oil	3.4
Ethanol	55.5
All Other Unit Trains	-

5. Weekly Total Number of Trains Held Short of Destination or Scheduled Interchange for Longer than 6 Hours by Train Type and Cause							
Train Type	Cause					Other	Total
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Number		
	Intermodal	0	0	0	0	1	
Grain unit	0	0	0	1	1	Other	2
Coal unit	0	0	0	0	0		0
Automotive unit	0	0	0	0	1	Other	1
Crude oil unit	0	0	0	0	0		0
Ethanol unit	0	0	0	0	0		0
Other unit	0	0	0	0	0		0
All other trains	1	2	0	2	33	Various, Customer, Foreign, Operations, Outages	38
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>36</b>		<b>42</b>

6. Weekly Total Number of Loaded and Empty Cars in Revenue Service That Have Not Moved In:				
	Greater Than 120 Hours		Greater Than 48 but Less than or Equal to 120 Hours	
	Loaded	Empty	Loaded	Empty
Intermodal	3	3	4	11
Grain	2	19	164	150
Coal	-	6	10	-
Crude Oil	2	3	4	24
Ethanol	10	4	111	13
Automotive	7	-	5	-
All Other	57	107	291	362

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7. Weekly total grain cars loaded and billed, reported by State, aggregated for the following Standard Transportation Commodity Codes (STCCs): 01131 (barley), 01132 (corn), 01133 (oats), 01135 (rye), 01136 (sorghum grains), 01137 (wheat), 01139 (grain, not elsewhere classified), 01144 (soybeans), 01341 (beans, dry), 01342 (peas, dry), and 01343 (cowpeas, lentils, or lupines). "Total grain cars loaded and billed" includes cars in shuttle service; dedicated train service; reservation, lottery, open and other ordering systems; and, private cars. Additionally, please separately report the total cars loaded and billed in shuttle service (or dedicated train service) versus total cars loaded and billed in all other ordering systems, including private cars.

Instruction: Please enter "0" if no data is being reported for a field.

State	Total Grain Cars Loaded and Billed For All Ordering Systems	Total Grain Cars Loaded and Billed For Shuttle / Dedicated Train Service Ordering Systems	Total Grain Cars Loaded and Billed For Ordering Systems Other Than Shuttle / Dedicated Train Service
AL	0	0	0
AZ	0	0	0
AR	0	0	0
CA	0	0	0
CO	0	0	0
CT	0	0	0
DE	0	0	0
FL	0	0	0
GA	0	0	0
ID	4	0	4
IL	1	0	1
IN	0	0	0
IA	25	0	25
KS	0	0	0
KY	0	0	0
LA	0	0	0
ME	0	0	0
MD	0	0	0
MA	0	0	0
MI	0	0	0
MN	283	105	178
MS	0	0	0
MO	0	0	0
MT	31	0	31
NE	0	0	0
NV	0	0	0
NH	0	0	0
NJ	0	0	0
NM	0	0	0
NY	5	0	5
NC	0	0	0
ND	679	617	62
OH	0	0	0
OK	0	0	0
OR	0	0	0
PA	0	0	0

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Instruction: Please enter "0" if no data is being reported for a field.

State	Total Grain Cars Loaded and Billed For All Ordering Systems	Total Grain Cars Loaded and Billed For Shuttle / Dedicated Train Service Ordering Systems	Total Grain Cars Loaded and Billed For Ordering Systems Other Than Shuttle / Dedicated Train Service
RI	0	0	0
SC	0	0	0
SD	100	100	0
TN	0	0	0
TX	0	0	0
UT	0	0	0
VT	0	0	0
VA	0	0	0
WA	0	0	0
WV	0	0	0
WI	2	0	2
WY	0	0	0
<b>Total</b>	<b>1,130</b>	<b>822</b>	<b>308</b>

**EP 724(3) - US RAIL SERVICE ISSUES - DATA COLLECTION**

Railroad: CPRS	Year: 2015	Reporting Week: 48	Date Week Began: 11/23/2015
			Date Week Ended: 11/29/2015

8. For the aggregated STCCs in item 7, report by State the following: a. running total number of outstanding car orders (a car order equals one car); b. average number of days late for all outstanding car orders; c. total number of new car orders received during the past week; d. total number of car orders filled during the past week; and e. number of orders cancelled, respectively, by shipper and railroad during the past week.

State	a. Running Total Number of Outstanding Car Orders	b. Average Number of Days Late For All Outstanding Grain Car Orders	c. Number of New Car Orders	d. Number of Car Orders Filled	e.1. Number of Orders Canceled By Shipper	e.2. Number of Orders Canceled By Railroad
AL						
AZ						
AR						
CA						
CO						
CT						
DE						
FL						
GA						
ID						
IL						
IN						
IA			70	43		
KS						
KY						
LA						
ME						
MD						
MA						
MI						
MN			87	76		
MS						
MO						
MT				105		
NE						
NV						
NH						
NJ						
NM						
NY						
NC						
ND			93	642	75	
OH						
OK						
OR						
PA						
RI						
SC						
SD				105		
TN						
TX						
UT						
VT						
VA						

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8. For the aggregated STCCs in item 7, report by State the following: a. running total number of outstanding car orders (a car order equals one car); b. average number of days late for all outstanding car orders; c. total number of new car orders received during the past week; d. total number of car orders filled during the past week; and e. number of orders cancelled, respectively, by shipper and railroad during the past week.

State	a. Running Total Number of Outstanding Car Orders	b. Average Number of Days Late For All Outstanding Grain Car Orders	c. Number of New Car Orders	d. Number of Car Orders Filled	e.1. Number of Orders Canceled By Shipper	e.2. Number of Orders Canceled By Railroad
WA						
WV						
WI						
WY						
<b>TOTAL</b>	<b>0</b>	<b>0.00 weeks</b>	<b>250</b>	<b>971</b>	<b>75</b>	<b>0</b>

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### 9. Plan vs. Performance For Grain Shuttle (Or Dedicated Grain Train) Round Trips, By Region, Updated To Reflect The Previous Four Weeks

Region (Please Specify Destination Region)	Trip Plan	Trip Performance
Pacific North West	2.2	2.4
Other	2.2	2.0

### 10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region

Region	Loadings Plan	Loadings Average
Powder River Basin		
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		

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### Chicago Gateway

#### 1. Average Daily Car Counts By Terminal Yard For The Reporting Week

Barr	
Bensenville	1,339
Blue Island	
Calumet	9
Cicero	
Clearing	45
Corwith	
Gibson	
Kirk	
Markham	
Proviso	130
Other Yards	
*See EP 724 (Sub-No.3)*	

#### 2. Average Daily Number Of Trains Held For Delivery To Chicago Sorted by Receiving Carrier For The Reporting Week

BNSF	0.0
CN	0.0
CP	0.0
CSX	0.0
NS	0.0
UP	0.0

#### Status of the Chicago Terminal

As of this writing, the Chicago Terminal OPCON status is green. Our railroad is in normal operating condition at Chicago.

## APPENDIX 1: RCP&E Reporting

### Number of Grain Cars Requested by and Furnished to RCP&E from Nov 22, 2015 to Nov 28, 2015

	Number of New Car Orders	Number of Car Orders Filled
RCP&E	0	0

### Number of Locomotives Moving to / from RCP&E

Date	LOCOMOTIVES DELIVERED BY CP TO RCPE			LOCOMOTIVES DELIVERED BY RCPE TO CP		
	CP UNITS	RCPE UNITS	TOTAL	CP UNITS	RCPE UNITS	TOTAL
Sun Nov 08	2	0	2	0	4	4
Mon Nov 09	1	3	4	4	3	7
Tue Nov 10	0	4	4	3	0	4
Wed Nov 11	3	3	6	1	2	3
Thu Nov 12	1	4	5	2	5	7
Fri Nov 13	4	0	4	0	0	0
Sat Nov 14	0	3	3	4	3	7
			<b>28</b>			<b>32</b>
Sun Nov 15	0	3	3	3	3	6
Mon Nov 16	0	0	0	0	0	0
Tue Nov 17	8	3	11	0	3	0
Wed Nov 18	0	3	3	0	6	6
Thu Nov 19	3	2	5	4	0	4
Fri Nov 20	1	4	5	0	0	0
Sat Nov 21	2	0	2	3	0	3
			<b>29</b>			<b>19</b>
Sun Nov 22	2	0	2	5	0	5
Mon Nov 23	2	0	2	0	0	0
Tue Nov 24	0	0	0	3	0	3
Wed Nov 25	5	0	5	6	0	6
Thu Nov 26	2	0	2	0	4	4
Fri Nov 27	1	3	4	0	0	0
Sat Nov 28	2	0	2	0	0	0
			<b>17</b>			<b>18</b>

