



**CANADIAN  
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May 2, 2014

**VIA E-FILING**

Ms. Cynthia T. Brown  
Chief, Section of Administration  
Office of Proceedings  
United States Surface Transportation Board  
395 E Street, S.W.  
Washington, D.C. 20423

235995  
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Office of Proceedings  
May 2, 2014  
Part of  
Public Record

Re: *STB Docket No. EP 724-1, United States Rail Service Issues*

Dear Ms. Brown:

Attached for electronic filing in the above proceeding is Canadian Pacific's second weekly report in response to the Board's orders of April 15 and 23, 2014.

Thank you for your courtesy and cooperation in this matter.

Very truly yours,

Charles W. Webster



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May 2, 2014

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

**Re: *STB Docket No. EP 724-1***

Dear Chairman Elliott and Vice Chairman Begeman:

Please accept this letter and the accompanying data as Canadian Pacific's (CP) second weekly report pursuant to the Board's orders of April 15 and 23, 2014, regarding delivery of fertilizer shipments for spring planting of U.S. crops, in particular for destinations in the Midwest.

I would like to take this opportunity to provide additional commentary. I am pleased to note that Chicago continues to recover and the additional southbound trains we have added are assisting in improving transit times. This week train speeds and terminal dwell have improved 13% and 15% respectively when compared to last week.

Given this additional recovery and higher traffic levels being presented to the railway, fertilizer volumes placed have doubled when compared to last week. Billings to destinations covered in the attached data were up 78% over the previous week. Shipments that were delayed have been placed, as overall system velocity has increased.

Current weekly volumes are in line with 3 year averages for the spring season even though agricultural anhydrous ammonia volumes being tendered to the railway are low compared to historical levels.

We continue to focus on dwell locations in an effort to provide maximum visibility on any fertilizer shipments off the scheduled service standard. We are also working closely with customers on particular remedies to assist with individual challenges related to their shipments.

As we have stated to the Board previously, CP remains committed to ongoing collaboration with its shippers and is ready to move fertilizer and plant nutrients as they are presented to the railway.

Sincerely,

Robert Johnson  
Vice President of Operations

**Weekly CP Fertilizer Delivery Data**  
**Period: April 20-26, 2014**

Destination State	# Cars	Avg Transit	Service Standard	# Receivers
IA	75	9.6	7.0	13
MN	102	9.1	6.5	23
ND	109	9.0	9.7	14
SD	33	19.2	11.2	4

Time in days

Dwell improvement areas based on previous period analysis:

1. Potash ex. SK to MN > SK origins, Winona, St. Paul
2. Urea ex. Manitoba to SD > Huron corridor
3. Phosphate ex. MN to SD > Winona and Huron
4. Ammonia ex. AB to IA > Weyburn, St. Paul and Marquette (slight increase in volumes)