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BY E-FILING

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0012

Re: Docket No. EP 724 (Sub-No. 3), *United States Rail Service Issues—Data Collection*

Dear Ms. Brown:

Enclosed for filing in the above-referenced docket is the initial report of Canadian National Railway Company on behalf of its U.S. rail operating affiliates (collectively, "CN").

As directed by the Board in its October 8, 2014 decision, CN's data for its U.S. network is included in the spreadsheet provided by the Board and, as requested by the Board for this initial report, is accompanied by an explanation of CN's methodology for deriving the reported data.

Sincerely,

Theodore K. Kalick

Cc: Mack Barker
Karen Phillips

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: CN	Year: 2014	Reporting Week:	Date Week Began: 2014/10/12
			Date Week Ended: 2014/10/18

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Coal	25.25
Crude	28.63
Ethanol	25.00
Grain	25.51
Intermodal	28.88
Manifest	24.03
Other	22.78

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
U.S. Average	15.26

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
BATON ROUGE	11.09
CHAMPAIGN	18.72
FOND DU LAC	23.01
GEISMAR	12.80
JACKSON	13.03
KIRK YARD	27.73
MARKHAM	13.31
MEMPHIS	18.13
PROCTOR	8.38
STEVENS POINT	22.51

3. Total Cars Online by Car Type for the Reporting Week	
Box	3,699
Covered Hopper	17,946
Gondola	3,640
Intermodal	818
Multilevel	1,531
Open Hopper	3,717
Other	2,210
Tank	13,208
Total	46,769

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Coal	2.59
Ethanol	11.02
Grain	12.40
Other	1.36

5. Weekly Number of Trains Held Short of Destination or Scheduled Interchange for Longer than 6 Hours							
Train Type	Crew	Locomotive Power	Track Maintenance	Mechanical Issue	Other	Briefly Explain Cause for Other	Total
Coal	2	1			1		4
Grain	6	2			2		10
Intermodal	1						1
Manifest		1			1		2
Other							0
Total	9	4	0	0	4	0	17

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
AUTOMOTIVE	0	1	13	6
COAL	4	7	5	25
CRUDE OIL	0	0	1	9
ETHANOL	0	0	21	8
GRAIN	0	3	10	27
INTERMODAL	0	1	18	4
Other	45	31	957	833

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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
IA	455	103	352
IL	1,424	387	1,037
MN	50	0	50
TN	73	0	73
WI	26	0	26
Total	2,028	490	1,538

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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
IA	47	0	70	364	0	0
IL	219	0	817	735	0	0
KY	0	0	150	100	0	0
MS	0	0	100	0	0	0
TN	50	0	50	25	0	0
WI	25	0	75	25	0	0
Total	341	0	1,262	1,249	0	0

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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	Trip Plan	Trip Performance
Illinois to Louisiana	8	5.50
Iowa to Louisiana	10	6.37
Mississippi to Louisiana	8	2.96

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

Region	Loadings Plan	Loadings Average
Illinois Basin (cars/day)	284	395

STB SERVICE METRICS AND ASSOCIATED CN METHODOLOGY

1. Weekly Average Train Speed by Train Type

- *Industry train speed used (as submitted to the AAR)*
- *Includes all CN mainline trains (excludes locals and road switchers).*
- *Includes all train time except for time spent at crew change locations.*
- *Reported by train type (Manifest 200-400 series, I/M 100 series, Grain G800 series, Coal C700, Crude Oil (specific train ids) and ethanol (specific train ids)).*

2. Weekly Average Dwell for our 10 largest US terminals

- *Industry dwell used (same as used for AAR performance report)*
- *The ten terminals selected for the report are those which have the largest number of cars processed (YTD Oct 19th 2014). This same list of stations will be reported each week.*
- *Average elapsed time from entry to exit of cars processed at major terminals (excludes cars on through trains).*
- *Entry events include train arrival, interchange receipt and customer release.*
- *Exit events include train departure, interchange delivery and first placement.*
- *Excludes cars placed into hold or bad order.*

3. Total Cars On-line by Car Type (8 car types and Total)

- *Uses snap shot of active cars on-line at 0400 ET Sunday.*
- *Active cars include cars on trains, in yards and at customer.*
- *Includes CN owned and leased, private equipment and foreign equipment on-line.*
- *Excludes cars that are in heavy bad order, dismantlers, OCS cars and stored cars.*

4. Weekly Average Dwell at Origin for Unit Train Shipments (grain, coal, auto, crude, ethanol and other unit trains)

- *Average time for cars in normal status measured from customer release to train departure.*
- *Limited to B, C, G, S, U trains with more than 70 cars with same origin and destination*
 - *(B-Potash, C-Coal, G-Grain, S-Sulphur and U-Other Unit trains – Crude/Ethanol).*
- *Release and train departure station must be the same.*

5. Weekly Trains Held Short of Destination

- *Count of mainline trains that arrived a destination station in the USA more than six hour late, with a delay of over 6 hrs at a station while enroute.*
- *Delays are broken down by cause (Crew, Power, Track Maintenance, Mechanical, Congestion, etc.).*

6. Cars Unmoved for Over 120 hrs, and 48-120 hours

- *Cars in normal status in a yard, or tendered to CN on a customer track, that have not moved in over 48 or 120 hrs. Data is sourced from CN's over 32-hour car report.*
- *Excludes cars that are placed at a customer, stored, in heavy bad order status, dismantlers and OCS cars.*
- *A car will count once per week, in one bucket. If a car dwells for more than 120 hrs, it will shift to the 120 hr grouping.*

7. Weekly Total Grain Cars Loaded and Billed, by State and Aggregated by STCC

- *Cars measured on train departure event (to determine if in Shuttle or regular service) with specific commodities (STCC), preceded by a release event.*
- *State is based on the station where the release event took place.*

8. Running Total Number and Average Days Late for Outstanding Grain Car Orders; Total New Car Orders, Filled and Cancelled During Past Week

- *Includes CN System-controlled cars only.*
- *CN orders do not differentiate soybean meal from other commodities, therefore total includes cars ordered, and later loaded with soybean meal as well as specified grain commodities.*
- *Reservation (Pool) orders are taken at 13:00 Thursday, and have 10 days to spot from want date.*
- *Lottery (Auction) orders are taken at 13:00 Thursday, and have 7 days to spot from the want date.*
- *Open System (General / Processor) orders are taken at 13:00 Thursday, and have 30 days to spot.*
- *An order is considered to be overdue, late, if a car has not been supplied in the timeframes outlined above.*

9. Plan vs. Performance for Grain Shuttle

- *Target cycles are for Premium Service Trains (PST trains), which have committed cycle times.*
- *A cycle includes the loaded transit, from loaded release or interchange receipt to place for unloading, plus the empty move from release empty to spot for loading or interchange delivery. Customer time for loading and unloading is excluded from the target and measure.*
- *Actual average cycle is compared against target for trains completing a cycle the previous week.*
- *A cycle is on-time if completed in less time than the target for the lane.*

10. Average Daily Coal Unit Train Loadings vs. Plan

- *Marketing forecast, adjusted for significant customer issues, is used to establish the plan.*
- *Loading plan and loading average expressed in cars per day.*
- *Loading count includes cars loaded and handled on a 'C' (coal) train out of origin for the three mines on CN.*