



National Grain Car Council  
Railroad Reports  
2025 Fall Meeting, August 19th  
Kansas City, Missouri



## Question Set

The STB provided some metrics from the required reportings submitted to the Board by the Class I carriers.

The questions for which Class 1s provided answers are:

- Total # locomotives, # available or in service, # in storage.
- Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
- Grain car backlog, if any.
- Number of shuttle or unit grain trains anticipated to operate during harvest peak.
- Expected capital expenditures.

The following metrics were provided by the Class 2 and 3 carriers.

1. Equipment resources:
  - # Locomotives
    - total
    - available/in service
    - in storage
  - # Grain cars – fleet total
    - # in active service
    - # in storage,
    - # in unit service,
    - # in manifest service.
2. Labor resources – Train and Engine Service:
  - # Total T&E service
  - # Hirings
  - # Furloughed and available for recall
  - # In training
  - The retention rate of employees fully trained and placed in service.
  - # Crews available in grain region(s) to support harvest demand surge.
3. Train assemblies:
  - # Shuttle trains or Unit Grain Trains currently running.
  - # Shuttle trains or UGT anticipated to operate during harvest peak.
4. Car and train velocity
5. Car trip plan compliance measure
6. Expected capital expenditures.



1. Total # locomotives, # available or in service, # in storage.
  - 5,100 total; 4,500 available/in service; 600 in storage
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
  - 32,000 total cars; 29,000 active; 3,000 in storage; 25,000 units in service; 4,000 in manifest service
3. Grain car backlog, if any.
  - Less than 250 past due car orders (includes singles and DETs)
4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.
  - 140 shuttles; 30 regular DETs; 20 direct DETs
5. Expected capital expenditures.
  - \$3.8 billion; 11% locos, cars and equipment; 14% expansion & efficiency; 75% core network maintenance

Not L600-TRANSPORTATION (TRAIN AND ENGINE)						
Total Employees						
		12/31/2022	12/31/2023	12/31/2024	6/30/2025	
BNSF	L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	1468	1515	1437	1445	
	L200-PROFESSIONAL AND ADMINISTRATIVE	3288	3333	3132	2962	
	L300-MAINTENANCE OF WAY AND STRUCTURES	7942	8071	8111	8343	
	L400-MAINTENANCE OF EQUIPMENT AND STORES	6454	6464	5889	5802	
	L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	1903	1962	2115	2095	



**Canadian National Railway Company, on behalf of its U.S. rail subsidiaries – report to National Grain Car Council August 2025**

**Equipment Resources:**

CN had an inventory of approximately 1,950 high- and mid-horsepower locomotives as of mid-August 2025, compared to approximately 1,950 high- and mid-horsepower locomotives at the same time last year. As of early August 2025, CN had approximately 220 high- and mid-horsepower locomotives in storage compared to approximately 120 high- and mid-horsepower locomotives in storage at the same time last year.

As of mid-August 2025, the CN-owned and leased grain hopper car fleet stood at approximately 13,100 hopper cars, of which approximately 1,525 hopper cars were dedicated primarily to US grain service. These cars are made available for manifest and unit train service. As of mid-August 2025, CN's active hopper car fleet focused on grain service in the US stood at approximately 1,150 cars. Most of the active CN hopper car fleet focused on US grain service was dedicated to manifest traffic as of mid-August 2025.

**Train Assemblies:**

The number of CN-supplied unit trains expected to run this fall in grain service in the US will be dependent on customer demand. Customers can secure unit trains through CN's car auction, by placing general orders for CN-supplied equipment, or by utilizing customer-committed system sets. Coming into the week of August 10, 2025, CN had 90 cars of unfulfilled demand for CN-supplied hoppers from the previous week.

**Expected Capital Expenditures**

In 2025, CN's capital investment plan is expected to be approximately CAD 3.4 billion which is consistent with the range of investments in recent years. CN invested over CAD 15 billion between 2020 and 2024, with more than half of that investment going into track and railway assets. These investments ensure the continued safe and efficient operation of our rail network as well as increase capacity, improve fluidity and accommodate growth.

Not L600-TRANSPORTATION (TRAIN AND ENGINE)						
Total Employees						
		12/31/2022	12/31/2023	12/31/2024	6/30/2025	
CN	L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	217	229	300	305	
	L200-PROFESSIONAL AND ADMINISTRATIVE	651	677	579	587	
	L300-MAINTENANCE OF WAY AND STRUCTURES	1798	1833	1926	1961	
	L400-MAINTENANCE OF EQUIPMENT AND STORES	898	928	932	923	
	L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	296	291	290	290	



1. Total # locomotives, # available or in service, # in storage.
  - Target availability for peak: 1,970-1,990 Units
  - Includes addition of 100 new Tier 4 locomotives to the fleet
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
  - The CPKC grain fleet is currently at 20,650 cars.
  - We do not allocate hoppers specifically to unit train or manifest service however we expect >80% of our grain volumes to move in unit trains.
3. Grain car backlog, if any.
  - Current on orders heading into the fall peak season.
4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.
  - Approximately 140 Dedicated Trains are anticipated to be operating across our Canadian and US properties. This includes our full integrated network and is similar or higher capacity compared to previous years.
5. Expected capital expenditures.
  - CPKC invested \$2.8 billion in 2024 to enhance the safety, fluidity, capacity, and resiliency of the CPKC rail network. CPKC is executing planned capital investments of approximately \$2.9 billion in 2025. Our current guidance targets capital expenditures of approximately \$2.6 billion to \$2.8 billion per year across the combined network for the 2026–2028 period.

#### CP Reporting in 2022 and 2023 – Joint CPKC reporting in 2024 and 2025

Not L600-TRANSPORTATION (TRAIN AND ENGINE)					
Total Employees					
		12/31/2022	12/31/2023	12/31/2024	6/30/2025
CPKC	L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	228	242	578	683
	L200-PROFESSIONAL AND ADMINISTRATIVE	214	229	671	541
	L300-MAINTENANCE OF WAY AND STRUCTURES	849	840	1298	1333
	L400-MAINTENANCE OF EQUIPMENT AND STORES	272	263	566	622
	L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	98	133	207	181

#### KCS Reporting

Not L600-TRANSPORTATION (TRAIN AND ENGINE)					
Total Employees					
		12/31/2022	12/31/2023	12/31/2024	6/30/2025
KCS	L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	398	357	See CPKC above	See CPKC above
	L200-PROFESSIONAL AND ADMINISTRATIVE	476	456	See CPKC above	See CPKC above
	L300-MAINTENANCE OF WAY AND STRUCTURES	427	431	See CPKC above	See CPKC above
	L400-MAINTENANCE OF EQUIPMENT AND STORES	253	286	See CPKC above	See CPKC above
	L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	75	80	See CPKC above	See CPKC above



1. Total # locomotives, # available or in service, # in storage.
  - As of August 7, CSX has 2,362 active locomotives, 87 stored serviceable, and 919 in longer term storage.
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
  - CSX expects to have ~3,400 system grain cars on hand for 2025/26 harvest.
  - Approximately 2,900 will be in active service, with over 500 in ready storage.
  - CSX will have 28 system 90-car sets (2,520 cars) in unit train service.
  - A pool of ~350 cars will be in single car/manifest service.
3. Grain car backlog, if any.
  - N/A
4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.
  - CSX expects to have ~50-unit grain trains (system, foreign, and private) active on the network on October and November 2025 harvest peak.
5. Expected capital expenditures.
  - CSX continues to invest in infrastructure to ensure reliable capacity.
  - In 2024, CSX invested \$2.53B in capital expenditures, including capital investments in our core track network of \$1.04B.
  - As guided externally, 2025 capital expenditures are expected to be ~\$2.5B, excluding additional costs to rebuild the Blue Ridge subdivision.
  - Total spending on the Blue Ridge rebuild will exceed \$400 million, including approximately \$50 million spent in 2024.
  - Expect grain network to benefit holistically from any network investment, including the re-opening of the Blue Ridge subdivision.

Not L600-TRANSPORTATION (TRAIN AND ENGINE)						
Total Employees						
		12/31/2022	12/31/2023	12/31/2024	6/30/2025	
CSXT	L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	841	929	911	900	
	L200-PROFESSIONAL AND ADMINISTRATIVE	1637	1771	1825	1804	
	L300-MAINTENANCE OF WAY AND STRUCTURES	4948	5108	5133	5112	
	L400-MAINTENANCE OF EQUIPMENT AND STORES	2476	2747	2787	2782	
	L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	836	874	873	873	





1. Total # locomotives, # available or in service, # in storage.
  - Total Number = 3,242 (2,095 Road)
  - In Service = 2,381 (1,554 Road)
  - In Storage = 782 (541 Road)
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
  - Grain Cars in Fleet = 3,365
  - Cars in Storage = 792
  - Cars in UT Service = 2,039
  - Cars in Manifest = 471 (250 in general manifest, 221 in customer specific pools)
3. Grain car backlog, if any. None
4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.
  - 105 trains expected to operate per month during peak harvest
5. Expected capital expenditures.
  - \$2.2 Billion

Not L600-TRANSPORTATION (TRAIN AND ENGINE)						
Total Employees						
		12/31/2022	12/31/2023	12/31/2024	6/30/2025	
NS	L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	1683	1847	1747	1758	
	L200-PROFESSIONAL AND ADMINISTRATIVE	1821	2021	1671	1714	
	L300-MAINTENANCE OF WAY AND STRUCTURES	4448	4564	4560	4495	
	L400-MAINTENANCE OF EQUIPMENT AND STORES	2459	2801	2848	2772	
	L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	774	850	788	801	



1. Total # locomotives, # available or in service, # in storage.
  - UP has approximately 3,900 operable high-horsepower locomotives, consistent with our forecasted demand for the second half of 2025, and around 1,400 high-horsepower locomotives in storage.
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
  - Union Pacific has over 17,500 covered hoppers in our fleet.
  - Union Pacific expects all covered hoppers to be in active service during harvest, with no cars in storage.
  - Around 60% of the fleet is in unit train service and around 40% in manifest service.
3. Grain car backlog, if any.
  - There is no backlog of unfilled grain car orders.
4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.
  - Union Pacific currently has 76 shuttle and other grain trains in active service
  - Union Pacific expects to operate around 80+ shuttles and other unit trains during harvest peak.
1. Expected capital expenditures.
  - We have a consistent history of investing, spending over \$3 billion annually, with \$3.4 billion anticipated capital expenditures in 2025

Not L600-TRANSPORTATION (TRAIN AND ENGINE)						
Total Employees						
		12/31/2022	12/31/2023	12/31/2024	6/30/2025	
UP	L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	3162	3031	2870	2910	
	L200-PROFESSIONAL AND ADMINISTRATIVE	1941	1823	1754	1694	
	L300-MAINTENANCE OF WAY AND STRUCTURES	8108	7566	7663	7823	
	L400-MAINTENANCE OF EQUIPMENT AND STORES	5002	4577	4135	4113	
	L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	854	795	770	719	



### National Grain Car Council update Ferromex

#### 1. Equipment resources:

##### # Locomotives

- 812 active locomotives, 39 locomotives in USA and 60 in storage

##### # Grain cars – fleet total, # in storage, # in unit service, # in manifest service.

- 3,842 cars in service, (220 at unit trains, 3,622 at manifest service).
- 770 cars in ready storage
- A pool of 669 cars in shuttle circuits

#### 2. Labor resources – Train and Engine Service:

- # Total T&E service
- 4,515 train employees and 342 engine employees.
- # Hirings
- 241 hirings
- # Furloughed and available for recall
- 81 furloughed
- # In training
- 271 employees

#### 3. Train assemblies:

- # Shuttle trains or Unit Grain Trains currently running.
- At the end of July FXE had 132 unit and shuttle with UP/BNSF
- # Shuttle trains or UGT anticipated to operate during harvest peak.
- FXE expects to operate 135 during the harvest peak with UP/BNSF

**4. Car and train velocity**

- Train Velocity = 23.7 (mi/hr)
- Car velocity = 191 miles/day

**5. Car trip plan compliance measure**

- Compliance to exit hour: 87%

**6. Expected capital expenditures.**

- \$580.3 million in 2025.



## NGCC - STB Meeting

NGCC - STB Meeting		Total for GWRR Grain Railroads
<b>1. Equipment Resources:</b>		
Locomotives:		
Total Number of Locomotives		153
Available/ In service		139
In Storage		14
Number Grain Cars- Fleet:		0
Number in Active service		3,717
Number in storage		27
Number in unit service		0
Number in manifest		3,690
<b>2. Labor Resources Train &amp; Engine Service:</b>		0
Total Number of T&E in service		282
Number of hirings		15
Number of furloughed and available for recall		0
Number in training		11
The retention rate of employees fully trained and placed in service		91%
Number of crews available for grain regions(s) to support harvest demand surge		114

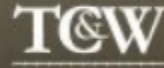
<b>3. Train Assemblies:</b>		0
	Number of shuttle trains or unit grain trains currently running	Class I's Supply
	Number of shuttle trains or unit grain trains anticipated to operate during harvest peak	Class I's Supply
<b>4. Car and Train Velocity</b>		
<b>5. Car Trip Plan Compliance Measure</b>		
<b>6. Current PTC Status</b>		Compliant where applicable
<b>7. Expected CAPEX</b>	GWRR w/ grants	\$108M



1. Equipment resources: Jaguar Transport-Cimarron Valley and Washington Easter Railroads;
  - # Locomotives
    - Total = 11
    - available/in service = 11
    - in storage = 0
  - # Grain cars – fleet total
    - # in active service = 169
    - # in storage, = 0
    - # in unit service, = 0
    - # in manifest service. = 169
2. Labor resources – Train and Engine Service:
  - # Total T&E service = 17
  - # Hirings = 0
  - # Furloughed and available for recall = 0
  - # In training = 4
  - The retention rate of employees fully trained and placed in service. = 70%
  - # Crews available in grain region(s) to support harvest demand surge. = 8
3. Train assemblies:
  - # Shuttle trains or Unit Grain Trains currently running. N/A
  - # Shuttle trains or UGT anticipated to operate during harvest peak. N/A
4. Car and train velocity = Less than 24 hours
5. Car trip plan compliance measure = over 90%
6. Expected capital expenditures.
  - Washington Eastern Railroad CRISI Grant = \$58 million
  - Cimarron Valley Railroad CRISI Grant = \$14.9 million



1. Equipment resources:
  - # Locomotives
    - Total - 25
    - available/in service - 24
    - in storage - 1
  - # Grain cars – fleet total – Not applicable. Nebraska Central customers either order equipment via Class I carriers or supply their own private cars.
    - # in active service
    - # in storage,
    - # in unit service,
    - # in manifest service.
2. Labor resources – Train and Engine Service:
  - # Total T&E service - 22
  - # Hirings
  - # Furloughed and available for recall - 0
  - # In training - 2
  - The retention rate of employees fully trained and placed in service. – 85%
  - # Crews available in grain region(s) to support harvest demand surge. – 24, 100%
3. Train assemblies:
  - # Shuttle trains or Unit Grain Trains currently running. – 10-12 per month
  - # Shuttle trains or UGT anticipated to operate during harvest peak. – 17-18 per month
4. Car and train velocity - <=24 hour turn
5. Car trip plan compliance measure = 24 hours interchange receipt to delivery.
6. Expected capital expenditures. = \$7.8 million



1. Equipment resources:
  - Locomotives: Same locomotive fleet size as in recent years, adequate to handle expected business levels. Generally no locomotives in storage, all are actively available.
  - Grain cars: Current grain fleet is approximately 450 cars, all active in manifest train service, plus ~ 50 cars used only in local service. All unit trains handled (both cars and locomotives) are provided to us by our Class 1 partners.
2. Labor resources –
  - Train and Engine Service: Our T&E employee count is consistent with recent past years, including last year, and is expected to be adequate to meet our customers' needs during the upcoming harvest. No employees are or have been furloughed. Retention has not been a significant issue. All T&E employees are available to support harvest demand.
3. Train assemblies:
  - As noted above, all unit grain trains handled (both cars and locomotives) are provided to us by our Class 1 partners.
4. Car and train velocity:
  - Velocity has remained consistent and is largely dependent on loading and unloading time at origin and destination.
5. Car trip plan compliance measure:
  - Manifest shipments move in regularly scheduled service. We have a good track record of moving empty and loaded unit grain trains in a timely manner and our customers generally do well in loading unit trains promptly and within expected timeframes.
6. Expected capital expenditures:
  - Our capital expenditures are and will be consistent with recent years and are focused on tie and ballast replacement and surfacing.





1. Equipment resources:
  - # Locomotives
    - Total-**33**
    - available/in service-**30**
    - in storage-**3**
  - # Grain cars – fleet total
    - # in active service-550
    - # in storage,
    - # in unit service,
    - # in manifest service.
2. Labor resources – Train and Engine Service:
  - # Total T&E service-**97**
  - # Hirings-**8**
  - # Furloughed and available for recall-**none**
  - # In training
  - The retention rate of employees fully trained and placed in service.
  - # Crews available in grain region(s) to support harvest demand surge.-**80**
3. Train assemblies:
  - # Shuttle trains or Unit Grain Trains currently running. **Two**
  - # Shuttle trains or UGT anticipated to operate during harvest peak.
4. Car and train velocity- Dependent upon Shipper/Consignee loading/unloading time. **Typically 2 days transit from Council Bluffs, IA to Chicago or Peoria, IL**
5. Car trip plan compliance measure- **Dwell Reports**
6. Expected capital expenditures-2025 Capital plan includes installation of 30,000+ ties, and completion of multiple bridge projects across the system.



1. Equipment resources:
  - # Locomotives
    - Total: **583**
    - available/in service: **562**
    - in storage: **9 (surge fleet); 12 (storage, unserviceable for project work and disposal)**
  - # Grain cars – fleet total
    - # in active service: **1,796**
    - # in storage,: **None**
    - # in unit service,: **We don't differentiate**
    - # in manifest service.
2. Labor resources – Train and Engine Service:
  - # Total T&E service **673**
  - # Hirings **26 openings**
  - # Furloughed and available for recall **0**
  - # In training **64**
  - The retention rate of employees fully trained and placed in service. **77%**
  - # Crews available in grain region(s) to support harvest demand surge. **~132**
3. Train assemblies:
  - # Shuttle trains or Unit Grain Trains currently running. **All of our equipment is available and running.**
  - # Shuttle trains or UGT anticipated to operate during harvest peak. **Same as above**
4. Car and train velocity
5. Car trip plan compliance measure
6. Expected capital expenditures. **\$61mm.**