



National Grain Car Council
Railroad Reports
2026 Fall Meeting, August 25th
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.
 - Total - 4792
 - Available/In service - 4792
 - Long Term Storage - 0
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
 - Total - 31,000
 - Active in service – 29,200
 - Storage – 1,800
 - Unit Service – 26,000
 - Manifest service – 3,200
3. Grain car backlog, if any.
 - Past Dues/Backlog – 304
4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.
 - Shuttles - 140
 - DET - 30
 - DDET – 30
5. Expected capital expenditures.
 - \$3.6 Billion –
 - 78% - Core Network maintenance
 - 10% - Expansion and efficiency projects
 - 12% - Locomotive, cars and equipment acquisitions

	Total Employees					
	Category	12/31/2024	12/31/2025	4/30/2026	5/31/2026	6/30/2026
BNSF	L100-Executives, Officials, and Staff Assistants	1437	1433	1432	1444	1439
	L200-Professional and Administrative	3132	2978	2974	2943	3067
	L300-Maintenance of Way and Structures	8111	8092	8265	8332	8239
	L400-Maintenance of Equipment and Stores	5889	5585	5458	5323	5279
	L500-Transportation (Other than Train and Engine)	2115	2009	1944	1933	1935
	L600-Transportation (Train and Engine)	15745	14613	14633	14680	14799



Equipment Resources:

CN had an inventory of approximately 1,970 high- and mid-horsepower locomotives as of mid-August 2026, compared to approximately 1,950 high- and mid-horsepower locomotives at the same time last year. As of early August 2026, CN had approximately 240 high- and mid-horsepower locomotives in storage compared to approximately 220 high- and mid-horsepower locomotives in storage at the same time last year.

As of mid-August 2026, the CN-owned and leased grain hopper car fleet stood at approximately 13,200 hopper cars, of which approximately 1,475 hopper cars were dedicated primarily to US grain service. These cars are made available for manifest and unit train service. As of mid-August 2026, CN's active hopper car fleet focused on grain service in the US stood at approximately 900 cars. Most of the active CN hopper car fleet focused on US grain service was dedicated to manifest traffic as of mid-August 2026.

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 17, 2026, CN had 53 cars of unfulfilled demand for CN-supplied hoppers from the previous week.

Expected Capital Expenditures

In 2026, CN's capital investment plan is expected to be approximately CAD 2.8 billion. CN invested approximately CAD 16 billion between 2021 and 2025, with approximately 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.

	Total Employees					
	Category	12/31/2024	12/31/2025	4/30/2026	5/31/2026	6/30/2026
CN	L100-Executives, Officials, and Staff Assistants	300	297	285	287	290
	L200-Professional and Administrative	579	550	549	556	562
	L300-Maintenance of Way and Structures	1926	1949	1947	1934	1945
	L400-Maintenance of Equipment and Stores	932	876	884	890	874
	L500-Transportation (Other than Train and Engine)	290	296	294	290	290
	L600-Transportation (Train and Engine)	2494	2344	2241	2266	2237



1. Total # locomotives, # available or in service, # in storage.
 - Target availability for peak: 1970-1990 units
 - Includes the 200 brand new tier 4 locomotives (100 onboarded in 2025; 100 onboarded in 2026)
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
 - Current Grain Fleet is 20,600
 - 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 with 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.
 - Following \$3.1 billion of capital investment in 2025 to enhance the safety, fluidity, capacity and resiliency of its rail network, CPKC expects to invest approximately \$2.65 billion in 2026. Current guidance calls for annual capital investment of \$2.6 billion to \$2.8 billion in 2027 and 2028.

Other than L600 - TRANSPORTATION (TRAIN AND ENGINE)						
Total Employees						
	Category	12/31/2024	12/31/2025	4/30/2026	5/31/2026	6/30/2026
CPKC	L100-Executives, Officials, and Staff Assistants	578	659	641	644	640
	L200-Professional and Administrative	671	448	431	428	419
	L300-Maintenance of Way and Structures	1298	1318	1304	1302	1328
	L400-Maintenance of Equipment and Stores	566	612	608	604	619
	L500-Transportation (Other than Train and Engine)	207	176	165	167	167
	L600-Transportation (Train and Engine)	2394	2523	2495	2517	2466



1. Total # locomotives, # available or in service, # in storage.
 - As of August 7, CSX has 2,314 active locomotives, 77 stored serviceable, and 940 in longer term storage.
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
 - CSX expects to have ~3,200 system grain cars on hand for 2026/27 harvest.
 - Approximately 2,900 will be in active service, with over 300 in ready storage.
 - Over 1,000 additional covered hoppers will be available with a little more lead time.
 - 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 2026 harvest peak.
5. Expected capital expenditures.
 - CSX continues to invest in infrastructure to ensure reliable capacity.
 - In 2025, CSX invested \$2.9B in capital expenditures, including \$.47B for the Blue Ridge subdivision rebuild and \$.99B in our core track network.
 - As guided externally, 2026 capital expenditures are expected to be ~\$2.4B.
 - Committed \$.67B over the next several years to upgrade our locomotive fleet.
 - Expect grain network to benefit holistically from any network investment.

		Total Employees				
	Category	12/31/2024	12/31/2025	4/30/2026	5/31/2026	6/30/2026
CSXT	L100-Executives, Officials, and Staff Assistants	911	887	847	829	834
	L200-Professional and Administrative	1825	1709	1611	1601	1589
	L300-Maintenance of Way and Structures	5133	5030	5015	4987	4969
	L400-Maintenance of Equipment and Stores	2787	2688	2623	2590	2561
	L500-Transportation (Other than Train and Engine)	873	851	841	837	840
	L600-Transportation (Train and Engine)	8024	7793	7506	7483	7472



1. Total # locomotives, # available or in service, # in storage.
 - Owned = 3,276 (2,129 Road)
 - Leased = 50
 - In Service = 2,462 (1,665 Road)
 - In Storage = 775 (513 Road)
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
 - Total Grain Cars = 3,539
 - Cars in Active Service = 3,001
 - Cars in Storage = 318
 - Cars in UT Service = 2,690
 - Cars in Manifest = 311
3. Grain car backlog, if any. None
4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.
 - 100-105 trains expected to operate per month
5. Expected capital expenditures.
 - \$1.9 Billion in 2026

	Total Employees					
	Category	12/31/2024	12/31/2025	4/30/2026	5/31/2026	6/30/2026
NS	L100-Executives, Officials, and Staff Assistants	1747	1790	1754	1746	1741
	L200-Professional and Administrative	1671	1604	1578	1552	1580
	L300-Maintenance of Way and Structures	4560	4576	4538	4526	4495
	L400-Maintenance of Equipment and Stores	2848	2846	2724	2713	2706
	L500-Transportation (Other than Train and Engine)	788	800	787	780	781
	L600-Transportation (Train and Engine)	8204	8084	7804	7837	7833



1. Total # locomotives, # available or in service, # in storage.
 - UP has approximately 3,950 operable high-horsepower locomotives, consistent with our forecasted demand for the second half of 2026, and over 1,200 high-horsepower locomotives in storage.
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
 - Union Pacific has approximately 17,000 covered hoppers in our fleet.
 - Union Pacific expects all covered hoppers to be in active service during harvest, with no cars in storage.
 - Around 70% of the fleet is in unit train service and around 30% in manifest service.
3. Grain car backlog, if any.
 - We have nominal backlog and are essentially current on grain covered hopper car orders.
4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.
 - Union Pacific expects to operate around 90 shuttles and other unit trains during harvest peak.
5. Expected capital expenditures.
 - We have a consistent history of investing, spending over \$3 billion annually, with \$3.3 billion anticipated capital expenditures in 2026.

	Total Employees					
	Category	12/31/2024	12/31/2025	4/30/2026	5/31/2026	6/30/2026
UP	L100-Executives, Officials, and Staff Assistants	2870	3080	3026	3003	3048
	L200-Professional and Administrative	1754	1643	1661	1646	1655
	L300-Maintenance of Way and Structures	7663	7715	7689	7713	7665
	L400-Maintenance of Equipment and Stores	4135	3798	3809	3826	3849
	L500-Transportation (Other than Train and Engine)	770	662	649	638	614
	L600-Transportation (Train and Engine)	14942	14137	14101	14183	14186



Locomotives/Equipment

1. Equipment resources:

- # Locomotives
 - 799 active locomotives, 23 locomotives in USA and 0 in storage
- # Grain cars
 - 4,912 total
 - 3,804 cars in service
 - 275 at unit trains
 - 3,259 at manifest service
 - 973 cars in ready storage
 - A pool of 544 cars in shuttle circuits

2. Labor resources – Train and Engine Service:

- # Total T&E service: 4,609 train employees and 342 engine employees.
- # Hirings: 235
- # Furloughed: 90
- # In training: 192 employees

3. Train assemblies:

- # Shuttle trains or Unit Grain Trains currently running - At the end of July FXE had 121 unit and shuttle with UP/BNSF
- # Shuttle trains or UGT anticipated to operate during harvest peak - FXE expects to operate 130 during the harvest peak with UP/BNSF

4. Car and train velocity

- Train Velocity - 23.4 (mi/hr)
- Car velocity - 201 miles/day

5. Car trip plan compliance measure

- Compliance to exit hour - 89%

6. Expected capital expenditures

- \$580.3 million in 2025.

7. Service

- Customer service staffing and outreach plans - We currently have a solid and experienced customer service team, with capacity to respond the customer needs, follow up on requests, and maintain effective communication. We will continue monitoring service level and adjusting priorities as customer volumes and requirements evolve.
- Website changes - There are no short-term plans to make major changes to our website. In the meantime, our team will remain the primary point of contact.
- Current bottlenecks and interchange issues - During the past year, we have experienced delays in the importation of trains, due to the presence of dirty rail cars (primarily involving SBM and DDG shipments) and soil contamination (YC, Soybeans and wheat).

When affected cars arrive, they must remain in our yards until the cleaning or fumigation process is completed. This temporary reduces rail capacity and may affect the fluidity of traffic for other inbound trains.

- Expected resolution and potential impact on the grain program - There is no specific date for a full return to “normal operations”, since resolution depends on the cooperation of multiple parties and on regulatory approval. However, we are implementing measures.
- Dirty railcars - We are working closely with our customers and U.S railroad partners. Launching a campaign with origin facilities to strengthen loading, inspection, and cleaning practices before shipment.
- Soil issues - We maintain constant communication with industry organizations and authorities. Supporting destination facilities in obtaining the SENASICA certification. This certification would allow soil inspection and treatment to be completed at the final destination rather than the border. These mitigation efforts are expected to gradually improve rail fluidity and minimize potential delays.



1. Equipment resources:
 - # Locomotives
 - Total = 149
 - available/in service = 142
 - in storage = 7
 - # Grain cars – fleet total
 - # in active service = 4,167
 - # in storage, = 0
 - # in unit service, = 0
 - # in manifest service. = 4,167
2. Labor resources – Train and Engine Service:
 - # Total T&E service = 280
 - # Hirings = 23
 - # Furloughed and available for recall = 0
 - # In training = 15
 - The retention rate of employees fully trained and placed in service. = 93%
 - # Crews available in grain region(s) to support harvest demand surge. = 81
3. Train assemblies:
 - # Shuttle trains or Unit Grain Trains currently running. = Class I's Supply
 - # Shuttle trains or UGT anticipated to operate during harvest peak. = Class I's Supply
4. Expected capital expenditures. = \$108.2 million



1. Equipment resources:

- # Locomotives
 - Total-**40**
 - available/in service-**35**
 - in storage-**3 stored, 2 awaiting replacement**
- # Grain cars – fleet total
 - # in active service-**545**
 - # in storage,-**0**
 - # in unit service,-**0**
 - # in manifest service-**545**.

2. Labor resources – Train and Engine Service:

- # Total T&E service-**94**
- # Hirings-**5 for 9/2026 start**
- # Furloughed and available for recall-**none**
- # In training-**0**
- 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.
- # Shuttle trains or UGT anticipated to operate during harvest peak.-**2**

4. Car and train velocity

5. Car trip plan compliance measure-**Dwell reports**

Expected capital expenditures.- **5 yard tracks added at Silvis, IL, just over 50,000 ties installed on mainline and completion of multiple bridge projects and switch upgrades across the system.**



1. Equipment resources:
 - # Locomotives
 - Total - 25
 - available/in service - 24
 - in storage - 1
 - # Grain cars – fleet total – Not applicable. NCRC Customers ship private cars or may order via Class I Carriers.
 - # in active service
 - # in storage,
 - # in unit service,
 - # in manifest service.
2. Labor resources – Train and Engine Service:
 - # Total T&E service - 31
 - # Hirings
 - # Furloughed and available for recall - 0
 - # In training - 6
 - The retention rate of employees fully trained and placed in service. – 85%
 - # Crews available in grain region(s) to support harvest demand surge. – 31, 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. All are actively available.
 - Grain cars: Current grain fleet is approximately 460 cars, all active in manifest train service, plus 55 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.
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 will be consistent with recent years and are focused on tie and ballast replacement and surfacing, and rail car replacement.



1. Equipment resources:
 - # Locomotives
 - Total: 32
 - available/in service: 31
 - in storage: 1
 - # Grain cars – fleet total
 - # in active service: 165
 - # in storage: 0
 - # in unit service: 0
 - # in manifest service: 165
2. Labor resources – Train and Engine Service:
 - # Total T&E service: 55
 - # Hirings: 4 openings
 - # Furloughed and available for recall: 0
 - # In training: 6
 - The retention rate of employees fully trained and placed in service: 84.6%
 - # Crews available in grain region(s) to support harvest demand surge: 26
3. Train assemblies:
 - # Shuttle trains or Unit Grain Trains currently running: 0
 - # Shuttle trains or UGT anticipated to operate during harvest peak: 0
4. Car and train velocity: Inbound-interchange to place-Less than 1 day; Outbound-release to interchange: less than 2 days;
5. Car trip plan compliance measure: See question 4.
6. Expected capital expenditures: \$10 million



1. Equipment resources:
 - # Grain cars – fleet total
 - # in active service: 1,966 (60% leased, 40% owned)
 - # in storage,: None
 - # in unit service,: 210
 - # in manifest service. 1756