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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

236931
ENTERED
Office of Proceedings
October 29, 2014
Part of
Public Record

**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 report of Canadian National Railway Company, on behalf of its U.S. rail operating affiliates (collectively, "CN"), for the week of October 19-25, 2014.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Theodore K. Kalick', is written over a light blue horizontal line.

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:	2014/10/19
			Date Week Ended:	2014/10/25

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Coal	25.52
Crude	27.08
Etanol	23.75
Grain	23.77
Intermodal	29.45
Manifest	23.65
Other	21.94

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

U.S. Average	15.40
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

BATON ROUGE	11.03
CHAMPAIGN	19.28
FOND DU LAC	25.49
GEISMAR	13.05
JACKSON	11.86
KIRK YARD	29.07
MARKHAM	15.87
MEMPHIS	21.07
PROCTOR	7.97
STEVENS POINT	21.32

3. Total Cars Online by Car Type for the Reporting Week	
Box	4,028
Covered Hopper	18,310
Gondola	3,830
Intermodal	813
Multilevel	1,376
Open Hopper	3,577
Other	2,326
Tank	13,674
Total	47,934

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Coal	2.36
Ethanol	15.16
Grain	17.68
Other	1.63

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	0	0	0	1	Crew used to rescue a train that died on hours of service, train further delayed due to the need to switch out two cars with BO wheels.	3
Grain	3	0	0	0	2	Unscheduled fuel stop, and excessive time switching on one train. The other train held at Ash St - CSX train stopped in the plant waiting to get onto the BN but could not move due to Metra switch that would not line.	5
Manifest	1	0	3	0	0		4
Other	1	0	1	0	0		2
Total	7	0	4	0	3		14

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	2	8	19	18
COAL	0	3	0	18
CRUDE OIL	1	0	0	0
ETHANOL	0	0	10	5
GRAIN	0	3	7	29
INTERMODAL	0	2	12	3
Other	43	51	550	715

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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	161	0	161
IL	1,301	302	999
MS	101	101	0
TN	27	0	27
WI	25	0	25
Total	1,615	403	1,212

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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	176	0	187	118	0	3
IL	0	0	889	860	0	10
KY	150	0	0	0	0	0
MS	0	0	0	102	0	0
TN	25	0	25	73	0	2
WI	75	0	75	25	0	0
Total	426	0	1,176	1,178	0	15

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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
Iowa to Louisiana	10	6.85
Illinois to Louisiana	8	5.50
Mississippi to Louisiana	8	3.13

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

Region	Loadings Plan	Loadings Average
Illinois Basin	284	306