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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

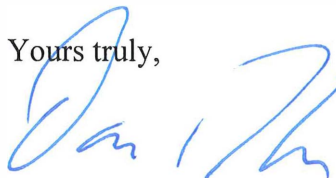
ENTERED  
Office of Proceedings  
August 10, 2016  
Part of  
Public Record

**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 please find the report of Canadian National Railway Company, on behalf of its U.S. rail operating affiliates (collectively, "CN"), for the week of July 31-August 6, 2016.

Yours truly,



David A. Hirsh

Enclosure

cc: Mack Barker

**EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION**

<b>Railroad: CN</b>	<b>Year: 2016</b>	<b>Reporting Week:</b>	<b>Date Week Began:</b>	<b>2016/07/31</b>
			<b>Date Week Ended:</b>	<b>2016/08/06</b>

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

Coal	26.29
Ethanol	25.64
Grain	26.61
Intermodal	29.12
Manifest	24.28
Other Unit	24.00

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

U.S. Average	13.28
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**2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity**

BATON ROUGE	11.53
CHAMPAIGN	13.96
FOND DU LAC	16.60
GEISMAR	12.46
JACKSON	10.87
KIRK YARD	21.26
MARKHAM	10.53
MEMPHIS	20.10
PROCTOR	8.53
STEVENS POINT	18.68

<b>3. Total Cars Online by Car Type for the Reporting Week</b>	
Box	3,049
Covered Hopper	15,033
Gondola	3,044
Intermodal	1,022
Multilevel	1,622
Open Hopper	3,086
Tank	13,756
Other	1,847
<b>Total</b>	<b>42,459</b>

<b>4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours</b>	
Coal	2.69
Crude	0.00
Ethanol	0.00
Grain	7.36
Other Unit	1.27

<b>5. Weekly Number of Trains Held Short of Destination or Scheduled Interchange for Longer than 6 Hours</b>							
<b>Train Type</b>	<b>Crew</b>	<b>Locomotive Power</b>	<b>Mechanical Issue</b>	<b>Track Maintenance</b>	<b>Other</b>	<b>Briefly Explain Cause for Other</b>	<b>Total</b>
Coal	0	0	0	0	0		0
Crude	0	0	0	0	0		0
Ethanol	0	0	0	0	0		0
Grain	1	0	0	0	0		1
Intermodal	0	0	0	0	0		0
Manifest	1	0	0	0	1	Held due to congestion	2
Other Unit	1	0	0	0	0		1
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		<b>4</b>

**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	1	0	9	4
Coal	0	0	1	8
Crude	0	0	0	0
Ethanol	0	0	2	0
Grain	0	0	3	7
Intermodal	1	0	0	6
Other	9	18	341	412

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			<b>Date Week Ended:</b>	<b>2016/08/06</b>

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
<b>IA</b>	745	0	745
<b>IL</b>	518	0	518
<b>MN</b>	47	0	47
<b>WI</b>	55	0	55
<b>Total</b>	1,365	0	1,365

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Railroad: CN	Year: 2016	Reporting Week:	Date Week Began:	2016/07/31
			Date Week Ended:	2016/08/06

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	55	4	403	465	0	0
IL	240	4	990	1084	0	0
MN	0	0	76	76	0	0
MS	0	0	0	0	0	0
TN	0	0	0	0	0	0
WI	25	8	100	50	0	0
<b>Total</b>	320	16	1569	1675	0	0

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			<b>Date Week Ended:</b>	<b>2016/08/06</b>

### 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	n/a
Iowa to Louisiana	10	n/a
Mississippi to Louisiana	8	n/a

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

Region	Loadings Plan	Loadings Average
Illinois Basin	217	215