



**CANADIAN
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April 28, 2014

VIA E-FILING

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

ENTERED
Office of Proceedings
April 28, 2014
Part of
Public Record

Re: *STB Docket No. EP 724-1, United States Rail Service Issues*

Dear Ms. Brown:

Attached for electronic filing in the above proceeding is Canadian Pacific's first weekly report in response to the Board's orders of April 15 and 23, 2014.

Thank you for your courtesy and cooperation in this matter.

Very truly yours,

Charles W. Webster



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April 25, 2014

The Honorable Daniel R. Elliott III, Chairman
United States Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

The Honorable Ann D. Begeman, Vice Chairman
United States Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: *STB Docket No. EP 724-1*

Dear Chairman Elliott and Vice Chairman Begeman:

Please accept this letter and the accompanying data as Canadian Pacific's (CP) first weekly report pursuant to the Board's orders of April 15 and 23, 2014, regarding delivery of fertilizer shipments for spring planting of U.S. crops, in particular for destinations in the Midwest.

As we noted in our April 18 submission and plan, while CP does not have a significant presence in the agricultural fertilizer market, we would actively address the situation as quickly and as efficiently as possible. To that end, specific actions that are now underway include:

- Producing daily dwell reports related to all fertilizer shipments en route to relevant destinations;
- Developing action plans for dwelling cars that are then used in direct communications to customers; and
- Launching of an additional train pair, which supports both grain and fertilizer service.

In addition, CP is working with its customers to examine alternatives and develop creative remedies to solve particular pipeline challenges. For instance, this past week CP and a customer worked out an arrangement to satisfy an urgent need where grain cars unloading at one location are taken to another and loaded with fertilizer, delivered from there to another location where they are unloaded and cleaned of residue, and then re-loaded with grain.

We remain confident that week over week comparisons will reflect further progress as train speed and dwell improve. Overall terminal dwell on our railroad is down 8% in the United States, and train speeds have improved 13%. As we have stated to the Board previously, CP remains committed to ongoing collaboration with its shippers and is ready to move fertilizer and plant nutrients as they are presented to the railroad.



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Sincerely,

Robert Johnson
Vice President of Operations
Southern Region

**Weekly CP Fertilizer Delivery Data (Friday, April 25th)
Period: April 13-19, 2014**

Destination State	Cars Placed	Average Actual Transit	Average Trip # Standard	# Receivers
IA	35	15.6	9.6	1.0
MN	96	11.1	7.2	12.0
ND	4	5.7	6.3	2.0
SD	17	22.6	11.2	1.0

Dwell focus areas based on previous period analysis:

1. Potash ex. SK to MN > SK origins, Winnipeg/Brandon, Winona, St. Paul
2. Urea ex. Manitoba to SD > Winnipeg/Brandon and Huron
3. Phosphate ex. MN to SD > Winona and Huron

Ammonia ex. AB to IA > Weyburn, St. Paul and Marquette (light volumes)