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July 7, 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
July 7, 2014
Part of
Public Record

Re: *STB Docket No. EP 724-2, United States Rail Service Issues- Grain*

Dear Ms. Brown:

Attached for electronic filing in the above proceeding is Canadian Pacific's Second Weekly Report in response to the Board's order of June 20, 2014.

Thank you for your courtesy and cooperation in this matter.

Very truly yours,

Charles W. Webster



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Vice President Operations
Southern Region

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July 7, 2014

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

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

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

Re: *STB Docket No. EP 724-2*

Dear Chairman Elliott, Vice Chairman Miller, and the Honorable Ms Begeman:

I am writing in response to the Board's Order in Docket No. EP 724 (Sub-No 2) dated June 20, 2014 instructing Canadian Pacific Railway Company (CP) to produce a plan to resolve the backlog of grain orders including timelines to do so. The Order also directs CP to provide weekly status reports on various metrics. This is CP's Second Weekly Report. Please see the data update in Appendix 1. We also thought it useful to provide some additional commentary.

Our previous submission discussed the uniqueness of our current car request system versus other US railroads, and how the current backlog of actual grain demand on our railroad is approximately 10,000 to 12,000 cars. We remain committed to move this backlog as quickly as possible between now and mid to late August, which corresponds to an expected late harvest for the 2014 crop year. We are and will continue to work closely with customers on converting their requests into actual car orders.

The Rapid City, Pierre & Eastern Railroad (RCPE) is an important partner, and CP is committed to smooth and fluid operations to provide the service necessary for our joint customers. Key actions taken include:

- Scheduled daily train service to and from Tracy, MN;
- Allocated capacity to move grain empties from Chicago as well as directing grain empties en route for delivery to the RCP&E;
- Allocated capacity to move outbound traffic from the RCP&E for movement to final destination;
- Daily internal scorecards and tracking of performance allowing for immediate corrective action to take place;
- Established a weekly operations call to review car placements and to identify improvement opportunities between respective parties; and

- Made a commitment to run extra trains for movement of both loads and empties when required, as well as delivery of unit trains of grain empties to the RCPE when required.

In terms of the data in Appendix 1, we have adjusted the data elements and are including the following:

- A line item by state showing customer cancelled grain car requests
- A line item by state showing railroad cancelled grain car requests
- A line item by state showing average time late; and
- A line item showing the number of CP grain cars currently on line in the US, and the number off line in the US.

With respect to private cars in grain service on our railroad, currently the best way CP can demonstrate the use of this equipment is to report on the weekly loadings or billings of this equipment. Cars that have met AAR requirements for use on our railroad may or may not be utilized depending upon the choice of that customer. In order to help with the movement of grain, CP has and will continue to reach out to several shippers and short lines to determine if opportunities exist to use more of these resources.

We remain focused on moving as much grain as possible and communicating with our customers across the network.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Johnson". The signature is fluid and cursive, with a large initial "R" and "J".

Robert Johnson
Senior Vice President Operations

GRAIN WEEK 47

US Fulfillment Total 2,151

CP US

	ND	MN	IA	IL	WI	WY	MO
Total New Requests (unconstrained)	1,214	139					
Orders Accepted	841	302					
Cancelled by Customer	25	45			75		
Cancelled by CP							
Fulfilled	1,288	455					
Open Requests	24,786	8,186	0	0	0	0	0
Average age of open requests	9.68 Weeks	9.83 Weeks					

RCPE

	201343	201344	201345	201346	201347	TOTAL
Total Requests (unconstrained)		0	400	500	500	1,400
Orders Accepted		0	400	500	400	1,300
Cancelled by Customer		0	0	0	0	0
Fulfilled (I/C empty cars)	155	107	196	118	408	984
Fulfilled (reloaded cars)		21	95	47	0	163
Fulfilled RCPE leased cars		132				132
Fulfilled Total	155	260	291	165	408	1,279

FLEET

CP Grain Hoppers Online in the US	3,999
CP Grain Hoppers Offline in the US	4,050
Private grain hopper billed previous week	136