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October 22, 2014

VIA ELECTRONIC FILING

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October 29, 2014
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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

Re: *STB Docket No. EP 724-3, United States Rail Service Issues- Data Collection*

Dear Ms. Brown:

Attached for electronic filing in the above proceeding is a copy of Canadian Pacific's service data and metrics information for this reporting week, which we file in response to the Board's order of October 8, 2014.

Thank you for your courtesy and cooperation in this matter.

Very truly yours,

Charles W. Webster

EP 724(3) - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	10/19/2014
			Date Week Ended:	10/25/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	23.5
Grain unit	19.1
Coal unit	20.3
Automotive unit	23.1
Crude oil unit	20.5
Ethanol unit	21.0
Manifest	19.3
All Other	19.2

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	18.3

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALBANY	4.8
BENSENVILLE	21.6
BINGHAMTON	29.2
GLENWOOD	23.5
HARVEY	10.7
LA CROSSE	21.7
MASON CITY	13.0
MILWAUKEE	20.1
NAHANT	19.7
ST PAUL	21.9

3. Total Cars On Line by Car Type for the Reporting Week	
Box	1,425
Covered hopper	15,664
Gondola	2,154
Intermodal	805
Multilevel (automotive)	860
Open hopper	558
Tank	9,313
Other	1,008
Total	31,787

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	25.6
Coal	9.2
Automotive	0.0
Crude Oil	14.6
Ethanol	15.7
All Other Unit Trains	12.7

*** Note: CP holding grain trains at origin account congestion at PNW ports and no staging capability on the UP. At time of filing CP has 5 PNW trains staged for an average of 60 hours for pipeline congestion.**

5. Weekly Total Number of Trains Held Short of Destination or Scheduled Interchange for Longer than 6 Hours by Train Type and Cause

Train Type	Cause						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	0	0	1	0	3	Various, Customer, Foreign, Operations, Outages.	**4**
Grain unit	0	0	1	0	1	Other	**2**
Coal unit	0	0	0	0	0		**0**
Automotive unit	0	0	0	0	0		**0**
Crude oil unit	0	0	0	1	6	Various, Customer, Foreign, Operations, Outages.	**7**
Ethanol unit	0	1	0	0	2	Various, Customer, Foreign, Operations, Outages.	**3**
Other unit	0	0	0	0	2	Various, Customer, Foreign, Operations, Outages.	**2**
All other trains	3	2	7	6	60	Various, Customer, Foreign, Operations, Outages.	**78**
Total	**3**	**3**	**9**	**7**	**74**		**96**

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
Intermodal	23	5	31	9
Grain	85	74	336	60
Coal	33	1	2	39
Crude Oil	7	116	14	149
Ethanol	0	0	0	0
Automotive	80	0	23	0
All Other	965	428	816	723

EP 724(3) - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	10/19/2014
			Date Week Ended:	10/25/2014

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
AL	0	0	0
AZ	0	0	0
AR	0	0	0
CA	0	0	0
CO	0	0	0
CT	0	0	0
DE	0	0	0
FL	0	0	0
GA	0	0	0
ID	4	0	4
IL	2	0	2
IN	0	0	0
IA	1	0	1
KS	0	0	0
KY	0	0	0
LA	0	0	0
ME	0	0	0
MD	0	0	0
MA	0	0	0
MI	0	0	0
MN	735	208	527
MS	0	0	0
MO	25	0	25
MT	0	0	0
NE	0	0	0
NV	0	0	0
NH	0	0	0
NJ	0	0	0
NM	0	0	0
NY	1	0	1
NC	0	0	0
ND	1,150	820	330
OH	0	0	0
OK	0	0	0
OR	0	0	0
PA	0	0	0
RI	0	0	0
SC	0	0	0
SD	0	0	0
TN	0	0	0
TX	0	0	0
UT	0	0	0
VT	0	0	0
VA	0	0	0
WA	0	0	0
WV	0	0	0
WI	107	97	10
WY	0	0	0
Total	**2,025**	**1,125**	**900**

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Railroad:	Year: 2014	Reporting Week:	Date Week Began:	10/20/2014
			Date Week Ended:	10/26/2014

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
AL						
AZ						
AR						
CA						
CO						
CT						
DE						
FL						
GA						
ID						
IL						
IN						
IA			10		15	
KS						
KY						
LA						
ME						
MD						
MA						
MI						
MN	304	0.82 weeks	206	605	2	
MS						
MO	10	0.00 weeks	35	10		
MT	150	0.67 weeks	100	160		
NE						
NV						
NH						
NJ						
NM						
NY						
NC						
ND	2,529	2.14 weeks	1,219	1,424	527	
OH						
OK						
OR						
PA						
RI						
SC						
SD			200	174		
TN						
TX						
UT						
VT						
VA						
WA						
WV						
WI			25	24		
WY						
TOTAL	2,993	1.92 weeks	1,795	2,397	544	0

EP 724(3) - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	10/19/2014
			Date Week Ended:	10/25/2014

9. Plan vs. Performance For Grain Shuttle (Or Dedicated Grain Train) Round Trips, By Region, Updated To Reflect The Previous Four Weeks

Region (Please Specify Destination Region)	Trip Plan	Trip Performance
Pacific North West	2.20	2.09
Other	2.20	2.02

*** Note: Trains held for terminal congestion and high volumes to the PNW**
*** 93% of all CP dedicated trains are in PNW servies**

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

Region	Loadings Plan	Loadings Average
Powder River Basin		
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		

EP 724(3) - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	10/19/2014
			Date Week Ended:	10/25/2014

Chicago Gateway

1. Average Daily Car Counts By Terminal Yard For The Reporting Week	
Barr	0
Bensenville	1,762
Blue Island	0
Calumet	35
Cicero	0
Clearing	54
Corwith	0
Gibson	0
Kirk	0
Markham	0
Proviso	34
Other Yards *See EP 724 (Sub-No.3)*	0

2. Average Daily Number Of Trains Held For Delivery To Chicago Sorted by Receiving Carrier For The Reporting Week	
BNSF	0.0
CN	0.0
CP	0.0
CSX	0.1
NS	0.6
UP	0.0

Status of the Chicago Terminal

As of this writing, the Chicago Terminal is at Alert Level 0. Our railroad is fluid and in normal operating condition at Chicago.

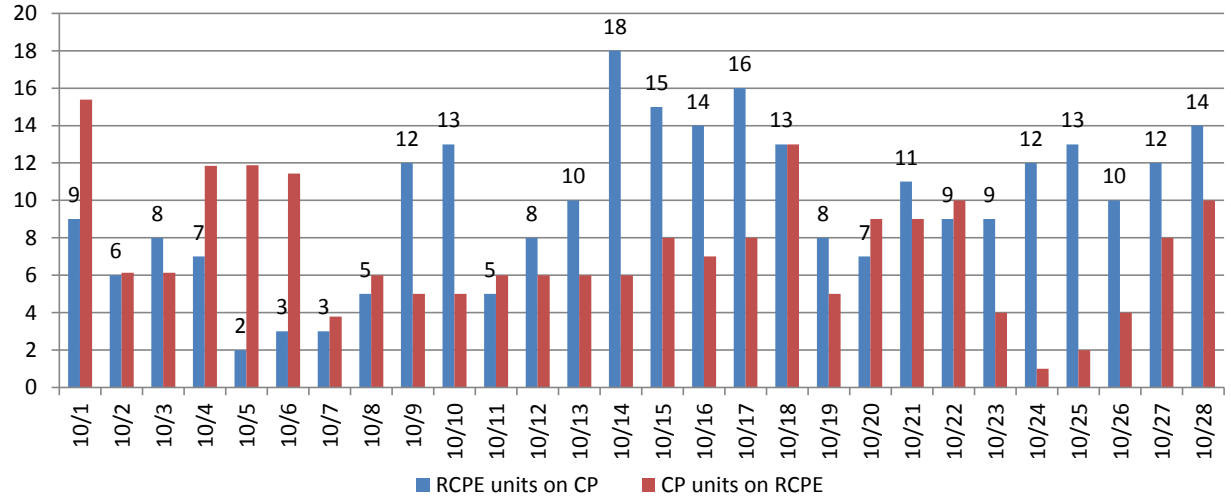
APPENDIX 1: RCP&E Reporting

Number of Grain Cars Requested by and Furnished to RCP&E from Oct 20, 2014 to Oct 26, 2014

	Number of New Car Orders	Number of Car Orders Filled
RCP&E	**200**	**174**

Number of Locomotives Moving to / from RCP&E

	LOCOMOTIVES DELIVERED BY CP TO RCPE			LOCOMOTIVES DELIVERED BY RCPE TO CP		
Date	CP UNITS	RCPE UNITS	TOTAL	CP UNITS	RCPE UNITS	TOTAL
10-Oct-14	5	2	7		6	6
11-Oct-14	6	7	13	8	1	9
12-Oct-14	3		3	6		6
13-Oct-14	3	1	4		6	6
14-Oct-14				9	8	17
15-Oct-14	5	3	8		8	8
16-Oct-14	1	5	6	11	8	19
			41			**71**
17-Oct-14	6		6	9	4	13
18-Oct-14	7	3	10	6		6
19-Oct-14	1	5	6	18		18
20-Oct-14	8	4	12	7	6	13
21-Oct-14					4	4
22-Oct-14	4	2	6			
23-Oct-14	3		3	8		8
			43			**62**
24-Oct-14				4	6	10
25-Oct-14	2	4	6	1	5	6
26-Oct-14	3	5	8		2	2
27-Oct-14	5	1	6		3	3
28-Oct-14	4	1	5	7		7



* TARGET AS REQUESTED BY RCPE IS **"+8"** MORE RCPE LOCOMOTIVES ON CP THAN CP LOCOMOTIVES ON RCPE

METRICS DEFINITIONS & METHODOLOGY

Docket No. EP 724 (Sub-No. 3)

Request	Definition of Term	Formula of Calculation
1. System-average train speed by the following train types for the reporting week: a. Intermodal b. Grain unit c. Coal unit d. Automotive unit e. Crude oil unit f. Ethanol unit g. Manifest h. All other	The average speed measures the line-haul movement from origin to destination excluding terminal dwell hours calculated by dividing the total train miles traveled by the total hours operated. This calculation does not include the travel time or the distance traveled by: i) trains used in or around CP's yards; ii) passenger trains; and iii) trains used for repairing track.	Sum of total train miles / sum of total train hours • Train hours does not include station time • Trains are grouped based on train number or symbol with the following definitions: - Intermodal = 100,101,112,113,118,119,142,143,198,199 - Grain unit = All 300 series - Coal unit = All 800 series - Automotive unit = 147 - Crude unit = 602 to 615 - Ethanol unit = all 630 and 640 series - Manifest = all 200 and 400 series - All other = remaining symboled trains
2. Weekly average terminal dwell time, measured in hours, excluding cars on run-through trains (i.e. cars that arrive at, and depart from, a terminal on the same through train) for that carrier's system and its 10 largest terminals in terms of railcar capacity.	The average time a freight car resides within terminal boundaries of our 10 largest terminals (yards) in the US, expressed in hours. The timing starts with a car arriving in the terminal, a customer releasing the car to the Company, or a car arriving that is to be transferred to another railway. The timing ends when the car departs, a customer receives the car from CP or the freight car is transferred to another railway. Freight cars are excluded if they are being stored at the terminal, used in track repairs, or travelling on a run-through train which does not require any processing.	Sum of total dwell hours / sum of total cars handled Top 10 includes the following: Albany, Bensenville, Binghamton, Glenwood, Harvey, La Crosse, Mason City, Milwaukee, Nahant, St Paul System calculation includes all yards for which data is available in the US (18 yards). Includes the ten listed above plus: Buffalo, Enderlin, Minneapolis Humboldt, Minot, Portage, Saratoga Springs, Taylor, Thief River Falls

Docket No. EP 724 (Sub-No. 3)

Request	Definition of Term	Formula of Calculation
3. Total cars on line by the following car types for the reporting week: a. Box b. Covered hopper c. Gondola d. Intermodal e. Multilevel (Automotive) f. Open hopper g. Tank h. Other i. Total	Average total cars online CP's US network for the seven (7) daily "snapshots" from the week. Excludes Locomotives, Containers and miscellaneous cars on company service.	Sum of (*Monday Snapshot Count+ Tuesday Snapshot Count*……. + *Friday Snapshot Count*) / dived by *# of days in the week (7)* Cars are grouped into Car Types using their AAR Car Codes from UMLER. Snapshots taken between 00:01 – 02:00 every day. Rounded to the closest whole number.
4. Weekly average dwell time at origin for unit train shipments sorted by grain, coal, automotive, crude oil, ethanol, and all other unit trains. (Dwell time refers to the time period from billing and release of a unit train at origin until actual movement by the carrier.)	Time (in hours) between the releases of a car by a customer (empty or loaded) to the first movement of the car by CP. Includes only cars that travelled on designated unit trains. Excludes cars with offline origins.	Average (*First Movement by CP Timestamp* minus *Release Event Timestamp*) Captures cars where the first movement by CP occurred within the given week. Grouped by the planned commodity to be moved on the designated unit train.
5. The weekly total number of trains held short of destination or scheduled interchange for longer than six hours sorted by train type (intermodal, grain unit, coal unit, automotive unit, crude oil unit, ethanol unit, other unit, and all other) and by cause (crew, locomotive power, track maintenance, mechanical issue, or other (explain)).	The number of trains delayed by 6 or more hours in a single location. When more than one cause is present at the location, the main cause will be established based on the delay cause with the greatest amount of time at that location.	If sum of delay hours grouped by station >= 6 include, else exclude • Trains are grouped based on train number or symbol with the following definitions: - Intermodal = 100,101,112,113,118,119,142,143,198,199 - Grain unit = All 300 series - Coal unit = All 800 series - Automotive unit = 147 - Crude unit = 602 to 615 - Ethanol unit = all 630 and 640 series

Docket No. EP 724 (Sub-No. 3)

Request	Definition of Term	Formula of Calculation
6. The weekly total number of loaded and empty cars, stated separately, in revenue service that have not moved in (a) more than 120 hours; and (b) more than 48 hours but less than or equal to 120 hours, sorted by the following classifications (intermodal, grain, coal, crude oil, automotive, ethanol, or all other). For purposes of this item, "moved" refers to making a train movement (departure) or a spot or pull from a customer location.	Average total cars online CP's US network dwelling over 48 hours for the seven (7) daily "snapshots" from the week. Dwelling defined as the time (in hours) from the last movement event (i.e. Departure/Arrival or Spot/Pull from Customer). Excludes Locomotives, Containers and miscellaneous cars on company service. Excludes cars in Storage, in Placed Constructive status, in bad order status or Placed on a Customer's track.	Sum of (*Monday Snapshot Count+ Tuesday Snapshot Count*……. + *Friday Snapshot Count*) / dived by *# of days in the week (7)* Grouped by: - > 48hours to <=120 hours - > 120 hours Snapshots taken between 00:01 – 02:00 every day. Rounded to the closest whole number.
7. The weekly total number of 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.	Total number of Grain cars billed on CP's US network during the week with a commodity code of: 010, 011, 020, 021, 022, 023, 024, 025, 026, 072, 073, 074, 075, 076	Sum of cars billed. <u>Shuttle/Dedicated</u> >90 unique car numbers billed on the same day from the same Origin to the same Destination <u>Other</u> All other

Docket No. EP 724 (Sub-No. 3)

Request	Definition of Term	Formula of Calculation
8. For the aggregated STCCs in Item 7, report by State the following: a. the running total number (week over week) of outstanding car orders (a car order equals one car); b. average number of days late for all outstanding grain car orders; c. the total number of new car orders received during the past week; d. the total number of car orders filled during the past week; and e. e. the number of orders cancelled, respectively, by shipper and railroad during the past week.	a. Open Requests (Cars): Requests in the US placed prior to the reporting week which have not been filled. Not applicable to RCP & E account prior customers' orders are captured in the RCP & E car request system, not Canadian Pacific's system. b. Average Open Request Age (in Weeks): The average age in weeks of open requests in the US. c. New Request (Cars): New customer requests in the US received during the reporting week. d. Requests Filled (Cars): Number of cars spotted in the US to customers during the reporting week. e. Cancelled Requests (Cars): Number of requests in the US for the reporting week that were cancelled any time prior.	a. Count of Cars in Open Requests in the US b. Average Age of Open Request in US. (Reported in Weeks, weighted by cars requested) c. Count of Cars in New Requests in the US d. Count of CP grain cars spotted in the US e. Count of cars in Canceled Requests (Grouped by if the cancellation was due to the customer or to CP)
9. Plan versus performance for grain shuttle (or dedicated grain train) round trips, by region, updated to reflect the previous four weeks.	The estimated average trips per month completed by grain cars traveling on specific designated grain trains (dedicated customer trains) for the last 4 weeks. A Trip is defined as a full cycle from Placed Empty at customer to Placed Empty at customer again.	(*365 / 12*) divided by Average(*Train Placed Empty Timestamp* minus *Previous Train Placed Empty Timestamp*) Captures cars where a Placed Empty at customer event occurred within the given week.
10. Average daily coal unit train loadings versus plan for the reporting week by coal production region.	CP does not have any on line coal loading facilities in the US.	Not applicable

Docket No. EP 724 (Sub-No. 3)

Chicago Specific Metrics		
Request	**Definition of Term**	**Formula of Calculation**
1. Average daily car counts in the key Chicago terminal yards of Barr, Bensenville, Blue Island, Calumet, Cicero, Clearing, Corwith, Gibson, Kirk, Markham and Proviso for the reporting week	Average total cars online CP's US network for the seven (7) daily "snapshots" from the week at the specific Chicago area FSAC's. FSAC's: 04540; 04541; 04538; 04543; 04520; 00295; 00498; 00511; 04517 Excludes Locomotives, Containers and miscellaneous cars on company service.	Sum of (*Monday Snapshot Count+ Tuesday Snapshot Count*……. + *Friday Snapshot Count*) / dived by *# of days in the week (7)* Cars are grouped into Car Types using their AAR Car Codes from UMLER. Snapshots taken between 00:01 – 02:00 every day. Rounded to the closest whole number.
2. Average daily number of trains held for delivery to Chicago sorted by receiving carrier for the reporting week.	The average daily number of trains destined to Chicago which were delayed by 6 or more hours in a single location, due to foreign railway issue(s), grouped by receiving carrier.	Include trains where sum of delay hours grouped by station >= 6 AND train destination station is in the Chicago area AND delay reason is in group: F01 Foreign - Crew Availability F04 Foreign - Interchange Issue F06 Foreign - RR Capacity