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236990

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

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November 6, 2014  
Part of  
Public Record

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

I am writing to provide comment on the service data that we are filing contemporaneous herewith in response to the Board's data collection order of October 8, 2014.

Currently the grain market is directing significant volumes of soybeans from CP's Upper Midwest service territory to the US Pacific Northwest (PNW) for export. Our railroad does not reach the PNW, so transportation from origin to the destination for this traffic is dependent upon fluid movements through the entire supply chain.

Car cycle times for both our manifest and dedicated grain trains involved in this PNW traffic have grown over the last several weeks due to off-line congestion in the supply chain. This has been particularly pronounced for our dedicated trains where CP trains are being held at loading origins, as well as being staged on sidings across our network, en-route to interchange. We are working closely with destination terminals and connecting roads to manage train slots and maintain network fluidity as the supply chain works through these challenges. As a consequence of this effort, we are beginning to see an increase in consistent and timely train delivery at interchange locations.

We will continue to work with shippers, facilities and other railroads to improve the situation further.

Sincerely,

Robert Johnson  
Senior Vice President Operations

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

|           |            |                 |                  |            |
|-----------|------------|-----------------|------------------|------------|
| Railroad: | Year: 2014 | Reporting Week: | Date Week Began: | 10/26/2014 |
|           |            |                 | Date Week Ended: | 11/1/2014  |

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

|                 |      |
|-----------------|------|
| Intermodal      | 23.4 |
| Grain unit      | 19.6 |
| Coal unit       | 23.7 |
| Automotive unit | 19.0 |
| Crude oil unit  | 21.2 |
| Ethanol unit    | 18.1 |
| Manifest        | 19.2 |
| All Other       | 16.4 |

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

|                |      |
|----------------|------|
| System Average | 19.4 |
|----------------|------|

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

|             |      |
|-------------|------|
| ALBANY      | 6.5  |
| BENSENVILLE | 31.5 |
| BINGHAMTON  | 21.9 |
| GLENWOOD    | 20.9 |
| HARVEY      | 8.7  |
| LA CROSSE   | 19.5 |
| MASON CITY  | 12.8 |
| MILWAUKEE   | 20.2 |
| NAHANT      | 21.5 |
| ST PAUL     | 21.6 |

### 3. Total Cars On Line by Car Type for the Reporting Week

|                         |        |
|-------------------------|--------|
| Box                     | 1,394  |
| Covered hopper          | 15,966 |
| Gondola                 | 1,943  |
| Intermodal              | 778    |
| Multilevel (automotive) | 912    |
| Open hopper             | 753    |
| Tank                    | 9,826  |
| Other                   | 1,110  |
| Total                   | 32,682 |

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|           |            |                 |                  |            |
|-----------|------------|-----------------|------------------|------------|
| Railroad: | Year: 2014 | Reporting Week: | Date Week Began: | 10/26/2014 |
|           |            |                 | Date Week Ended: | 11/1/2014  |

| 4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours |      |
|---|------|
| Grain   | 39.6 |
| Coal  | 27.0 |
| Automotive  | 0.0  |
| Crude Oil   | 7.3  |
| Ethanol   | 19.9 |
| All Other Unit Trains   | 8.3  |

NOTE: In order to lessen congestion in the Pacific Northwest Grain supply chain CP grain trains are being held at loading origins, as well as being staged on sidings across our network en-route to interchange. We are working closely with destination terminals and connecting roads to manage trains slots and maintain network fluidity as the supply chain works through these challenges.

### 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 |                  |                   |                  |        |  | Total |
|------------------|-------|------------------|-------------------|------------------|--------|--|-------|
|                  | Crew  | Locomotive power | Track maintenance | Mechanical Issue | Other  |  |       |
|                  |       |                  |                   |                  | Number | Briefly Explain Cause                            |       |
| Intermodal       | 0     | 0                | 3                 | 0                | 6      | Various, Customer, Foreign, Operations, Outages. | 9     |
| Grain unit       | 0     | 0                | 0                 | 0                | 9      | Various, Customer, Foreign, Operations, Outages. | 9     |
| Coal unit        | 1     | 0                | 0                 | 0                | 3      | Various, Customer, Foreign, Operations, Outages. | 4     |
| Automotive unit  | 0     | 0                | 0                 | 0                | 0      |  | 0     |
| Crude oil unit   | 1     | 0                | 0                 | 0                | 14     | Various, Customer, Foreign, Operations, Outages. | 15    |
| Ethanol unit     | 1     | 0                | 0                 | 0                | 8      | Various, Customer, Foreign, Operations, Outages. | 9     |
| Other unit       | 0     | 1                | 1                 | 0                | 3      | Various, Customer, Foreign, Operations, Outages. | 5     |
| All other trains | 4     | 0                | 3                 | 1                | 67     | Various, Customer, Foreign, Operations, Outages. | 75    |
| Total            | 7     | 1                | 7                 | 1                | 110    |  | 126   |

### 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                     | 2     | 29  | 3     |
| Grain      | 134                    | 39    | 506   | 83    |
| Coal       | 7                      | 1     | 2   | 30    |
| Crude Oil  | 3                      | 194   | 26  | 65    |
| Ethanol    |                        |       |   |       |
| Automotive | 80                     | -     | 66  | -     |
| All Other  | 987                    | 449   | 989   | 1,105 |

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

|           |            |                 |                  |            |
|-----------|------------|-----------------|------------------|------------|
| Railroad: | Year: 2014 | Reporting Week: | Date Week Began: | 10/26/2014 |
|           |            |                 | Date Week Ended: | 11/1/2014  |

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    | 2   | 0   | 2  |
| IL    | 7   | 0   | 7  |
| IN    | 0   | 0   | 0  |
| IA    | 7   | 0   | 7  |
| 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    | 708   | 317   | 391  |
| MS    | 0   | 0   | 0  |
| MO    | 54  | 0   | 54   |
| MT    | 25  | 0   | 25   |
| NE    | 0   | 0   | 0  |
| NV    | 0   | 0   | 0  |
| NH    | 0   | 0   | 0  |
| NJ    | 0   | 0   | 0  |
| NM    | 0   | 0   | 0  |
| NY    | 2   | 0   | 2  |
| NC    | 0   | 0   | 0  |
| ND    | 1,106   | 529   | 577  |
| OH    | 0   | 0   | 0  |
| OK    | 0   | 0   | 0  |
| OR    | 0   | 0   | 0  |
| PA    | 0   | 0   | 0  |

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|           |            |                 | Date Week Ended: | 11/1/2014  |

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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 |
|-------|---|---|--|
| RI    | 0   | 0   | 0  |
| SC    | 0   | 0   | 0  |
| SD    | 102   | 102   | 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    | 4   | 0   | 4  |
| WY    | 0   | 0   | 0  |
| Total | 2,017   | 948   | 1,069  |

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

|           |            |                 |                             |
|-----------|------------|-----------------|-----------------------------|
| Railroad: | Year: 2014 | Reporting Week: | Date Week Began: 10/27/2014 |
|           |            |                 | Date Week Ended: 11/2/2014  |

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  | 0.00 weeks  | 45                          | 45                             | 15  |  |
| KS    |   |   |                             |                                |   |  |
| KY    |   |   |                             |                                |   |  |
| LA    |   |   |                             |                                |   |  |
| ME    |   |   |                             |                                |   |  |
| MD    |   |   |                             |                                |   |  |
| MA    |   |   |                             |                                |   |  |
| MI    |   |   |                             |                                |   |  |
| MN    | 210   | 1.07 weeks  | 237                         | 277                            | 25  |  |
| MS    |   |   |                             |                                |   |  |
| MO    | 10  | 0.00 weeks  | 60                          | 53                             |   |  |
| MT    | 200   | 1.25 weeks  | 50                          | 101                            |   |  |
| NE    |   |   |                             |                                |   |  |
| NV    |   |   |                             |                                |   |  |
| NH    |   |   |                             |                                |   |  |
| NJ    |   |   |                             |                                |   |  |
| NM    |   |   |                             |                                |   |  |
| NY    |   |   |                             |                                |   |  |
| NC    |   |   |                             |                                |   |  |
| ND    | 2,324   | 2.42 weeks  | 756                         | 894                            | 677                                       |  |
| OH    |   |   |                             |                                |   |  |
| OK    |   |   |                             |                                |   |  |
| OR    |   |   |                             |                                |   |  |
| PA    |   |   |                             |                                |   |  |
| RI    |   |   |                             |                                |   |  |
| SC    |   |   |                             |                                |   |  |
| SD    |   |   | 200                         | 478*                           |   |  |
| TN    |   |   |                             |                                |   |  |
| TX    |   |   |                             |                                |   |  |
| UT    |   |   |                             |                                |   |  |
| VT    |   |   |                             |                                |   |  |
| VA    |   |   |                             |                                |   |  |

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

|           |            |                 |                  |            |
|-----------|------------|-----------------|------------------|------------|
| Railroad: | Year: 2014 | Reporting Week: | Date Week Began: | 10/27/2014 |
|           |            |                 | Date Week Ended: | 11/2/2014  |

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 |
|--------------|---|---|-----------------------------|--------------------------------|---|--|
| WA           |   |   |                             |                                |   |  |
| WV           |   |   |                             |                                |   |  |
| WI           |   |   | 25                          | 50                             |   |  |
| WY           |   |   |                             |                                |   |  |
| <b>TOTAL</b> | <b>2,754</b>                                      | <b>2.22 weeks</b>   | <b>1,373</b>                | <b>1,420</b>                   | <b>717</b>                                | <b>0</b>                                   |

\*SD includes 378 cars for RCPE, 100 for dedicated train program

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

|           |            |                 |                  |            |
|-----------|------------|-----------------|------------------|------------|
| Railroad: | Year: 2014 | Reporting Week: | Date Week Began: | 10/26/2014 |
|           |            |                 | Date Week Ended: | 11/1/2014  |

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

| Region<br>(Please Specify Destination Region) | Trip Plan | Trip Performance |
|---|-----------|------------------|
| Pacific North West                            | 2.2       | 1.99             |
| Other   | 2.2       | 2.17             |
|   |           |                  |
|   |           |                  |
|   |           |                  |
|   |           |                  |
|   |           |                  |
|   |           |                  |
|   |           |                  |
|   |           |                  |
|   |           |                  |
|   |           |                  |

#### Comments:

- Currently the grain market is directing significant volumes of soybeans from CP's Upper Midwest service territory to the US Pacific Northwest (PNW) for export.
- Our railroad does not reach the PNW, so transportation from origin to the destination for this traffic is dependent upon fluid movements through the entire supply chain.
- Car cycle times for both our manifest and dedicated grain trains involved in this PNW traffic have grown over the last several weeks due to off-line congestion in this supply chain.
- We are working closely with destination terminals and connecting roads to improve fluidity in the supply chain.
- As a result of these efforts, we are beginning to see an increase in consistent and timely train delivery at interchange locations.

### 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

|           |            |                 |                  |            |
|-----------|------------|-----------------|------------------|------------|
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|           |            |                 | Date Week Ended: | 11/1/2014  |

### Chicago Gateway

#### 1. Average Daily Car Counts By Terminal Yard For The Reporting Week

|                          |       |
|--------------------------|-------|
| Barr                     |       |
| Bensenville              | 1,928 |
| Blue Island              |       |
| Calumet                  | 30    |
| Cicero                   |       |
| Clearing                 | 47    |
| Corwith                  |       |
| Gibson                   |       |
| Kirk                     |       |
| Markham                  |       |
| Proviso                  | 27    |
| Other Yards              |       |
| *See EP 724 (Sub-No.3) * |       |

#### 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  | 1.0 |
| NS   | 0.3 |
| UP   | 0.0 |

#### Status of the Chicago Terminal

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

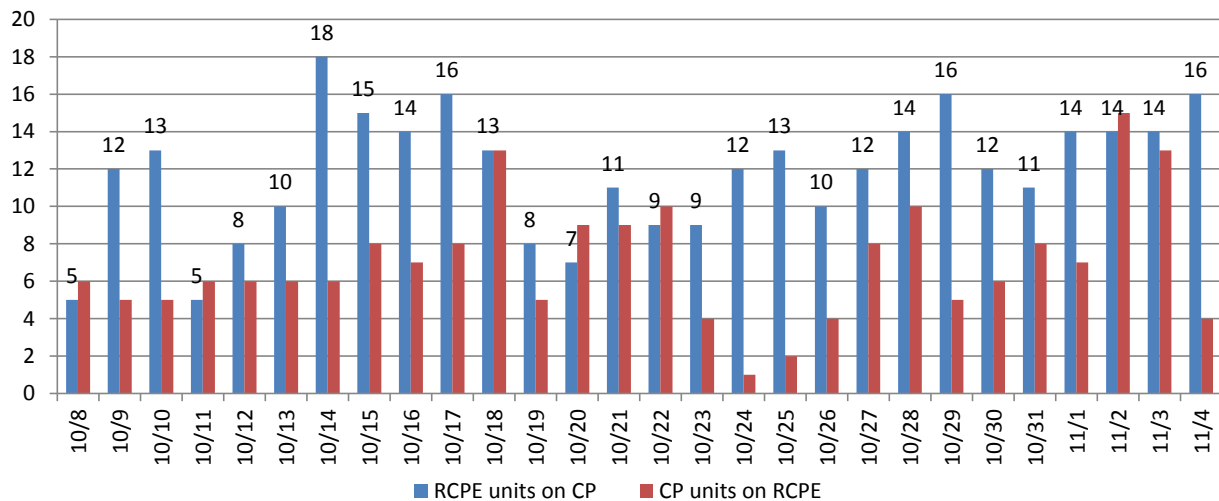
## APPENDIX 1: RCP&E Reporting

### Number of Grain Cars Requested by and Furnished to RCP&E from Oct 27, 2014 to Nov 2, 2014

|       | Number of New Car Orders | Number of Car Orders Filled |
|-------|--------------------------|-----------------------------|
| RCP&E | 200                      | 378                         |

### Number of Locomotives Moving to / from RCP&E

| Date      | LOCOMOTIVES DELIVERED BY CP TO RCPE |            |       | LOCOMOTIVES DELIVERED BY RCPE TO CP |            |       |
|-----------|-------------------------------------|------------|-------|-------------------------------------|------------|-------|
|           | CP UNITS                            | RCPE UNITS | TOTAL | CP UNITS                            | RCPE UNITS | TOTAL |
| 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     |
| 29-Oct-14 |                                     |            |       |                                     | 3          | 3     |
| 30-Oct-14 | 7                                   | 5          | 12    | 8                                   | 3          | 11    |
|           |                                     |            | 37    |                                     |            | 44    |
| 31-Oct-14 | 4                                   | 4          | 8     | 4                                   | 3          | 7     |
| 1-Nov-14  |                                     |            |       | 3                                   | 1          | 4     |
| 2-Nov-14  | 6                                   | 3          | 9     |                                     | 7          | 7     |
| 3-Nov-14  |                                     | 3          | 3     | 5                                   | 3          | 8     |
| 4-Nov-14  |                                     |            |       | 5                                   | 2          | 7     |



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

NOTE: PAST 28 DAYS AVERAGE: +4.82 SD40 EQUIVALENT UNITS