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November 5, 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, Commissioner United States Surface Transportation Board 395 E Street, S.W. Washington, D.C. 20423 236990

ENTERED Office of Proceedings November 6, 2014 Part of Public Record

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

	X	Reporting Week: Date Week Began:	Demention Model
Railroad:	Year: 2014	Reporting week:	Date Week Ended:
	Speed by Train Type for the Week (MPH)		
ntermodal	23.4		
Grain unit	19.6		
Coal unit	23.7		
Automotive unit	19.0		
Crude oil unit	21.2		
thanol unit	18.1		
Manifest	19.2		
All Other	16.4		

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		

10/26/2014 11/1/2014

Railroad:	Year: 2014	Bonorting Wook	Date Week Began:	10/26/2014
Rainoau.	Year: 2014	Reporting Week:	Date Week Ended:	11/1/2014

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours		
Grain	39.6	N
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							
					Cause		
Train Type	Crow	Less metting menuer	Treak maintenance	Mashaniaal Jaawa		Other	Total
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Number	Briefly Explain Cause	Total
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 Tha	Greater Than 120 Hours		8 but Less than 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	

Railroad:	Year: 2014	Reporting Week:	Date Week Began: Date Week Ended:	10/26/2014 11/1/2014
01135 (rye), 01136 (sorghur grain cars loaded and billed report the total cars loaded	" includes cars in shuttle service; dedicated train service and billed in shuttle service (or dedicated train service) v	ssified), 01144 (soybeans), 01341 (beans, dry), 01342 (pea ; reservation, lottery, open and other ordering systems;	us, dry), and 01343 (cowpeas, lentils, or lupines). "Total and, private cars. Additionally, please separately	
Instruction: Please enter "(" if no data is being reported for a field.			
Instruction: Please enter "0	'' if no data is being reported for a field. 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	
			0,	

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Railroad:	Year: 2014	Reporting Week:	Date Week Began:	10/26/2014
Kalifoad.	fear: 2014	Reporting week:	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
RI	0	0	0
SC	0	0	0
SD	102	102	0
TN	0	0	0
тх	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

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	10/27/2014
Kalifoad.	fear: 2014	Reporting week:	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	b. Average Number of Days Late	c. Number of New Car Orders	d. Number of Car Orders Filled	e.1. Number of Orders Canceled By	e.2. Number of Orders Canceled By
State	Outstanding Car Orders	For All Outstanding Grain Car Orders	c. Number of New Car Orders	d. Number of Car Orders Filled	Shipper	Railroad
AL						
AZ						
AR						
CA						
со						
СТ						
DE						
FL						
GA						
ID						
IL						
IN		0.00	47		<i>(</i> -	
IA	10	0.00 weeks	45	45	15	
KS						
KY LA						
ME						
MD						
MA						
MA						
MN	210	1.07 weeks	237	277	25	
MS		INF WEEKS	207	277		
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	
ОН						
ОК						
OR						
PA						
RI						
SC						
SD			200	478*		
TN						
TX						
UT						
VT						
VA						

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	10/27/2014
Kalil Jau.			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						
TOTAL	2,754	2.22 weeks	1,373	1,420	717	0

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

	rain Shuttle (Or Dedicated Gr ed To Reflect The Previous Fou	ain Train) Round Trips, By Regi ur Weeks	on,	
Region (Please Specify Destination Region)	Trip Plan	Trip Performance	, .	is directing significant volumes of Midwest service territory to the US
Pacific North West	2.2	1.99	Pacific Northwest (PNW) for	r export.
Other	2.2 in Loadings vs. Plan for the Region	2.17	 origin to the destination for fluid movements through th Car cycle times for both our involved in this PNW traffic due to off-line congestion ir We are working closely with connecting roads to improv As a result of these efforts, increase in consistent and to locations. 	road does not reach the PNW, so transportation from the destination for this traffic is dependent upon evements through the entire supply chain. The times for both our manifest and dedicated grain tra- thin this PNW traffic have grown over the last several off-line congestion in this supply chain. Working closely with destination terminals and ing roads to improve fluidity in the supply chain. Full of these efforts, we are beginning to see an the in consistent and timely train delivery at interchange s.

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: Date Week Ended:	10/26/2014 11/1/2014	
Chic	ago Gateway				
1. Average Daily Car Counts By	r 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)					
	ns Held For Delivery To Chicago Sorted by r For The Reporting Week				
BNSF	0.0				
CN	0.0				
СР	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

Г	LOCOMOTIVES DELIVERED BY CP TO RCPE		LOCOMOTIN	LOCOMOTIVES DELIVERED BY RCPE TO CP		
Date	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