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November 12, 2014

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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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Office of Proceedings
November 12, 2014
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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.

As we indicated last week, the grain market is directing significant volumes 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 destination for this traffic is dependent upon fluid movements through the entire supply chain. We have seen improvement in off line congestion in the PNW rail corridor for this reporting week which has resulted in consistent train delivery at interchange locations. We expect car cycle times to follow this improvement in the coming weeks as the supply chain re-sets.

We will continue to work with shippers, facilities and other railroads to bring the supply chain in balance.

Sincerely,

Robert Johnson
Senior Vice President Operations

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

Railroad: CP	Year: 2014	Reporting Week:	Date Week Began: 11/2/2014
			Date Week Ended: 11/8/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	25.0
Grain unit	16.0
Coal unit	19.6
Automotive unit	17.1
Crude oil unit	19.6
Ethanol unit	19.2
Manifest	17.8
All Other	20.0

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	19.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALBANY	5.2
BENSENVILLE	27.5
BINGHAMTON	21.0
GLENWOOD	18.0
HARVEY	15.4
LA CROSSE	28.7
MASON CITY	11.4
MILWAUKEE	21.4
NAHANT	21.7
ST PAUL	20.8

3. Total Cars On Line by Car Type for the Reporting Week	
Box	1,350
Covered hopper	14,908
Gondola	2,338
Intermodal	670
Multilevel (automotive)	797
Open hopper	688
Tank	1,135
Other	9,807
Total	31,693

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Railroad: CP	Year: 2014	Reporting Week:	Date Week Began: 11/2/2014
			Date Week Ended: 11/8/2014

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours

Grain	21.8
Coal	-
Automotive	-
Crude Oil	3.5
Ethanol	20.8
All Other Unit Trains	19.9

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	2	0	1	Other	3
Grain unit	0	0	5	0	5	Various, Customer, Foreign, Operations, Outages.	10
Coal unit	0	0	0	0	1	Customer	1
Automotive unit	0	0	0	0	1	Other	1
Crude oil unit	1	0	0	0	11	Various, Customer, Foreign, Operations, Outages.	12
Ethanol unit	0	0	0	1	7	Various, Customer, Foreign, Operations, Outages.	8
Other unit	0	1	0	0	1	Customer	2
All other trains	11	2	5	5	61	Various, Customer, Foreign, Operations, Outages.	84
Total	12	3	12	6	88		121

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	31	3	13	2
Grain	55	68	260	96
Coal	0	1	24	3
Crude Oil	5	98	79	100
Ethanol	0	0	0	0
Automotive	82	0	43	0
All Other	1,019	433	935	837

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Railroad: CP	Year: 2014	Reporting Week:	Date Week Began:	11/2/2014
			Date Week Ended:	11/8/2014

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	1	0	1
IL	13	0	13
IN	0	0	0
IA	6	0	6
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	640	192	448
MS	29	0	29
MO	0	0	0
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	2	0	2
NC	0	0	0
ND	763	522	241
OH	0	0	0
OK	0	0	0
OR	0	0	0
PA	0	0	0

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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	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	29	0	29
WY	0	0	0
Total	1483	714	769

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Railroad: CP	Year: 2014	Reporting Week:	Date Week Began: 11/3/2014
			Date Week Ended: 11/9/2014

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	55	0.18 weeks	45	35	3	
KS						
KY						
LA						
ME						
MD						
MA						
MI						
MN	348	1.22 weeks	248	407	57	
MS						
MO	10	0.00 weeks	60	85		
MT	200	2.25 weeks		206		
NE						
NV						
NH						
NJ						
NM						
NY						
NC						
ND	2,479	2.85 weeks	636	1,293	363	
OH						
OK						
OR						
PA						
RI						
SC						
SD			300	268		
TN						
TX						
UT						
VT						
VA						

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Railroad: CP	Year: 2014	Reporting Week:	Date Week Began:	11/3/2014
			Date Week Ended:	11/9/2014

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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			125	52		
WY						
TOTAL	3,092	2.57 weeks	1,414	2,346	423	0

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Railroad: CP	Year: 2014	Reporting Week:	Date Week Began:	11/2/2014
			Date Week Ended:	11/8/2014

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	1.80
Other	2.20	2.05

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		

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Railroad: CP	Year: 2014	Reporting Week:	Date Week Began:	11/2/2014
			Date Week Ended:	11/8/2014

Chicago Gateway

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

Barr	
Bensenville	1,968
Blue Island	
Calumet	28
Cicero	
Clearing	107
Corwith	
Gibson	
Kirk	
Markham	
Proviso	
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	0.3
NS	0.9
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.

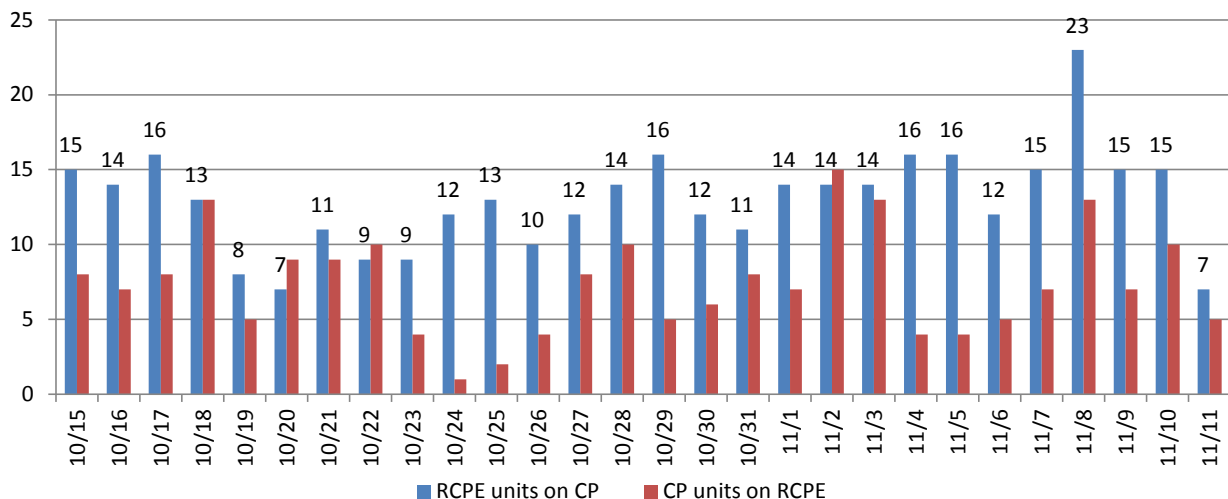
APPENDIX 1: RCP&E Reporting

Number of Grain Cars Requested by and Furnished to RCP&E from Nov 3, 2014 to Nov 9, 2014

	Number of New Car Orders	Number of Car Orders Filled
RCP&E	300	268

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
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			42
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
5-Nov-14				4		4
6-Nov-14	5	4	9	4		4
			29			41
7-Nov-14	4	1	5	3	4	7
8-Nov-14	6		6		4	4
9-Nov-14	1	8	9		4	4
10-Nov-14	5		5	9		9
11-Nov-14		8	8			



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

NOTE: PAST 28 DAYS AVERAGE: +5.57 SD40 EQUIVALENT UNITS

Date	SD40 Equivalents		Raw units		NOTE: PAS
	RCPE units on CP	CP units on RCPE	RCPE units on CP	CP units on RCPE	
10/15/2014	15	8	15	7	7
10/16/2014	14	7	14	5	7
10/17/2014	16	8	16	6	8
10/18/2014	13	13	13	10	0
10/19/2014	8	5	8	4	3
10/20/2014	7	9	7	7	-2
10/21/2014	11	9	11	7	2
10/22/2014	9	10	9	7	-1
10/23/2014	9	4	9	3	5
10/24/2014	12	1	12	1	11
10/25/2014	13	2	13	2	11
10/26/2014	10	4	10	3	6
10/27/2014	12	8	12	6	4
10/28/2014	14	10	14	8	4
10/29/2014	16	5	16	4	11
10/30/2014	12	6	12	4	6