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March 11, 2015

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

The Honorable Ann D. Begeman, Vice Chairman
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 Miller and Vice Chairman 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.

Overall our US network is fluid and in good operating condition. Our system average train speed, weekly average terminal dwell, and cars on line metrics are good. This reporting week we did experience a spike in car inventory at Bensenville (Chicago) due to higher interchange volumes. We have taken appropriate steps to bring this car inventory down, and as of this writing it is within normal operating parameters.

Our outstanding grain car orders remain at zero. We spotted a total of 1789 grain cars this reporting week, which total includes single cars and cars in dedicated trains. This represents an increase compared to last week, and is a result of a car supply re-set from the measures taken in anticipation of the strike by Canadian train and engine service employees. Unit grain train dwell also improved this reporting week. From a grain order perspective, we continue to remain current in the United States.

With respect to the Rapid City, Pierre & Eastern Railroad (RCP&E), RCP&E did not request any grain cars this week and we did not deliver any to them. On average this reporting week there was a plus two locomotive balance, meaning there were two more CP locomotives on RCP&E than RCP&E locomotives on CP.

Sincerely,

Robert Johnson
Senior Vice President Operations

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

Railroad: CPRS	Year: 2015	Reporting Week: 10	Date Week Began:	3/1/2015
			Date Week Ended:	3/7/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	25.3
Grain unit	21.0
Coal unit	15.4
Automotive unit	17.9
Crude oil unit	20.3
Ethanol unit	16.2
Manifest	17.9
All Other	20.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	23.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALBANY	10.8
BENSENVILLE	33.1
BINGHAMTON	22.0
GLENWOOD	25.7
HARVEY	11.3
LA CROSSE	20.8
MASON CITY	29.1
MILWAUKEE	21.4
NAHANT	21.7
ST PAUL	24.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	1,602
Covered hopper	15,375
Gondola	2,601
Intermodal	790
Multilevel (automotive)	1,023
Open hopper	761
Tank	9,371
Other	1,150
Total	32,673

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4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	34.2
Coal	19.2
Automotive	-
Crude Oil	13.1
Ethanol	40.7
All Other Unit Trains	20.8

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	0	0	2	Various, Customer, Foreign, Operations, Outages.	2
Grain unit	0	0	0	0	4	Various, Customer, Foreign, Operations, Outages.	4
Coal unit	0	0	0	0	1	Customer	1
Automotive unit	0	0	0	0	1	Other	1
Crude oil unit	0	0	0	0	0		0
Ethanol unit	0	0	0	1	5	Various, Customer, Foreign, Operations, Outages.	6
Other unit	0	0	0	0	4	Various, Customer, Foreign, Operations, Outages.	4
All other trains	4	19	0	1	98	Various, Customer, Foreign, Operations, Outages.	122
Total	4	19	0	2	115		140

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
Grain	208	71	229	154
Coal	1	-	69	2
Crude Oil	3	7	4	17
Ethanol	81	14	198	37
Automotive	23	-	90	-
All Other	197	391	743	789

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Railroad: CPRS	Year: 2015	Reporting Week: 10	Date Week Began:	3/1/2015
			Date Week Ended:	3/7/2015

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	0	0	0
IL	2	0	2
IN	0	0	0
IA	0	0	0
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	429	0	429
MS	0	0	0
MO	28	0	28
MT	4	0	4
NE	0	0	0
NV	0	0	0
NH	0	0	0
NJ	0	0	0
NM	0	0	0
NY	0	0	0
NC	0	0	0
ND	957	717	240
OH	0	0	0
OK	0	0	0
OR	0	0	0
PA	0	0	0

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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	0	0	0
WY	0	0	0
Total	1,522	819	703

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Railroad: CPRS	Year: 2015	Reporting Week: 10	Date Week Began: 3/2/2015
			Date Week Ended: 3/8/2015

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				25		
KS						
KY						
LA						
ME						
MD						
MA						
MI						
MN			104	389		
MS						
MO			25	25		
MT			25	25		
NE						
NV						
NH						
NJ						
NM						
NY						
NC						
ND			275	1,217	125	
OH						
OK						
OR						
PA						
RI						
SC						
SD				108		
TN						
TX						
UT						
VT						
VA						

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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			
WY						
TOTAL	0	0.00 weeks	454	1,789	125	0

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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	2.2	1.8
Other	2.2	1.8

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: CPRS	Year: 2015	Reporting Week: 10	Date Week Began:	3/1/2015
			Date Week Ended:	3/7/2015

Chicago Gateway

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

Barr	
Bensenville	2,323
Blue Island	
Calumet	37
Cicero	
Clearing	92
Corwith	
Gibson	
Kirk	
Markham	
Proviso	1
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	0.1
NS	0.0
UP	0.0

Status of the Chicago Terminal

As of this writing, the Chicago Terminal OPCON status is green. 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 Mar 1, 2015 to Mar 7, 2015

	Number of New Car Orders	Number of Car Orders Filled
RCP&E	0	0

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
Sat Feb 14	3	2	5		8	8
Sun Feb 15		2	2		3	3
Mon Feb 16	3	7	10	3	1	4
Tue Feb 17				1	3	4
Wed Feb 18	5	5	10		3	3
Thu Feb 19	3		3	3		3
Fri Feb 20	3	2	5	3	1	4
			35			28
Sat Feb 21	1	1	2		4	4
Sun Feb 22	4	1	5	4	3	7
Mon Feb 23	2	3	5		8	8
Tue Feb 24		6	6	1	3	4
Wed Feb 25				6	3	9
Thu Feb 26	5		5	6	4	10
Fri Feb 27	2	2	4		3	3
			27			45
Sat Feb 28	3	5	8	3	3	6
Sun Mar 01	3	4	7	3	2	5
Mon Mar 02	2	3	5	6	1	6
Tue Mar 03	1	3	4		4	4
Wed Mar 04	1	4	5	1	5	6
Thu Mar 05		3	3	4		4
Fri Mar 06	3	2	5	3		3
			37			34
Sat Mar 07	6	4	10	2	7	9

