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

ENTERED
Office of Proceedings
March 25, 2015
Part of
Public Record

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.

CP's US network continues to be fluid and in good operating condition. System average train speed, weekly average terminal dwell, and cars on line metrics are good.

Our outstanding grain car orders were at zero this reporting week, as they have been for the previous five weeks. We spotted a total of 1676 grain cars this reporting week, which total includes single cars and cars in dedicated trains, and we received 444 new grain car orders. 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 and we did not deliver any to them this week. On average there was a plus ten locomotive balance this reporting week, meaning there were ten 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: 12 | Date Week Began: | 3/15/2015 |
| | | | Date Week Ended: | 3/21/2015 |

| 1. System-Average Train Speed by Train Type for the Reporting Week (MPH) | |
|--|------|
| Intermodal | 28.9 |
| Grain unit | 21.2 |
| Coal unit | 22.0 |
| Automotive unit | 21.5 |
| Crude oil unit | 20.9 |
| Ethanol unit | 22.6 |
| Manifest | 20.9 |
| All Other | 21.4 |

| 2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains | |
|--|------|
| System Average | 18.2 |

| 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity | |
|---|------|
| ALBANY | 9.3 |
| BENSENVILLE | 19.1 |
| BINGHAMTON | 25.6 |
| GLENWOOD | 20.0 |
| HARVEY | 11.4 |
| LA CROSSE | 21.2 |
| MASON CITY | 22.5 |
| MILWAUKEE | 24.5 |
| NAHANT | 20.0 |
| ST PAUL | 20.4 |

| 3. Total Cars On Line by Car Type for the Reporting Week | |
|--|--------|
| Box | 1,477 |
| Covered hopper | 14,592 |
| Gondola | 2,413 |
| Intermodal | 646 |
| Multilevel (automotive) | 718 |
| Open hopper | 512 |
| Tank | 8,736 |
| Other | 973 |
| Total | 30,067 |

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| Railroad: CPRS | Year: 2015 | Reporting Week: 12 | Date Week Began: | 3/15/2015 |
| | | | Date Week Ended: | 3/21/2015 |

| 4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours | |
|---|------|
| Grain | 48.7 |
| Coal | 9.5 |
| Automotive | - |
| Crude Oil | 14.7 |
| Ethanol | 31.1 |
| All Other Unit Trains | 23.1 |

| 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 | 0 | | 0 |
| Grain unit | 0 | 0 | 0 | 1 | 2 | Various, Customer, Foreign, Operations, Outages. | 3 |
| Coal unit | 0 | 0 | 0 | 0 | 0 | | 0 |
| Automotive unit | 0 | 0 | 0 | 0 | 0 | | 0 |
| Crude oil unit | 0 | 0 | 0 | 0 | 0 | | 0 |
| Ethanol unit | 0 | 0 | 0 | 0 | 3 | Various, Customer, Foreign, Operations, Outages. | 3 |
| Other unit | 0 | 0 | 0 | 0 | 0 | | 0 |
| All other trains | 1 | 1 | 2 | 1 | 43 | Various, Customer, Foreign, Operations, Outages. | 48 |
| Total | 1 | 1 | 2 | 2 | 48 | | 54 |

| 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 | 13 | 2 | 7 | 3 |
| Grain | 130 | 34 | 309 | 91 |
| Coal | 2 | 4 | 2 | 4 |
| Crude Oil | 1 | 18 | 50 | 25 |
| Ethanol | 41 | 11 | 88 | 42 |
| Automotive | 16 | - | 10 | - |
| All Other | 119 | 222 | 330 | 405 |

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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 | 2 | 0 | 2 |
| IN | 0 | 0 | 0 |
| IA | 5 | 0 | 5 |
| 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 | 362 | 207 | 155 |
| MS | 0 | 0 | 0 |
| MO | 0 | 0 | 0 |
| MT | 12 | 0 | 12 |
| NE | 0 | 0 | 0 |
| NV | 0 | 0 | 0 |
| NH | 0 | 0 | 0 |
| NJ | 0 | 0 | 0 |
| NM | 0 | 0 | 0 |
| NY | 4 | 0 | 4 |
| NC | 0 | 0 | 0 |
| ND | 837 | 705 | 132 |
| 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 | 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 | 14 | 0 | 14 |
| WY | 0 | 0 | 0 |
| Total | 1,237 | 912 | 325 |

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|----------------|------------|--------------------|------------------|-----------|
| Railroad: CPRS | Year: 2015 | Reporting Week: 12 | Date Week Began: | 3/16/2015 |
| | | | Date Week Ended: | 3/22/2015 |

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 | | | | | | |
| KS | | | | | | |
| KY | | | | | | |
| LA | | | | | | |
| ME | | | | | | |
| MD | | | | | | |
| MA | | | | | | |
| MI | | | | | | |
| MN | | | 126 | 326 | | |
| MS | | | | | | |
| MO | | | | | | |
| MT | | | 25 | 105 | | |
| NE | | | | | | |
| NV | | | | | | |
| NH | | | | | | |
| NJ | | | | | | |
| NM | | | | | | |
| NY | | | | | | |
| NC | | | | | | |
| ND | | | 293 | 1,245 | 27 | |
| OH | | | | | | |
| OK | | | | | | |
| OR | | | | | | |
| PA | | | | | | |
| RI | | | | | | |
| SC | | | | | | |
| SD** | | | | | | |
| TN | | | | | | |
| TX | | | | | | |
| UT | | | | | | |
| VT | | | | | | |
| VA | | | | | | |

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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 | | | | | | |
| WY | | | | | | |
| TOTAL | 0 | 0.00 weeks | 444 | 1,676 | 27 | 0 |

** SD new orders and orders filled are all RCP&E

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| | | | Date Week Ended: | 3/21/2015 |

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 | 1.4 |
| Other | 2.2 | 1.4 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

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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Chicago Gateway

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

| | |
|--------------------------|-------|
| Barr | |
| Bensenville | 1,433 |
| Blue Island | |
| Calumet | 23 |
| Cicero | |
| Clearing | 76 |
| Corwith | |
| Gibson | |
| Kirk | |
| Markham | |
| Proviso | 4 |
| 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 | 0.0 |
| 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 15, 2015 to Mar 21, 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 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 |
| Sun Mar 08 | | | | | | |
| Mon Mar 09 | 8 | 1 | 9 | 6 | 2 | 8 |
| Tue Mar 10 | 10 | | 10 | 3 | 1 | 4 |
| Wed Mar 11 | 2 | 2 | 4 | 12 | | 12 |
| Thu Mar 12 | 4 | 4 | 8 | 2 | 2 | 4 |
| Fri Mar 13 | | | | | | |
| | | | 41 | | | 37 |
| Sat Mar 14 | 3 | 2 | 5 | 4 | 2 | 6 |
| Sun Mar 15 | 11 | 2 | 13 | 1 | 7 | 8 |
| Mon Mar 16 | | 4 | 4 | 4 | | 4 |
| Tue Mar 17 | 4 | 4 | 8 | 6 | 3 | 9 |
| Wed Mar 18 | 1 | 3 | 4 | 2 | 1 | 3 |
| Thu Mar 19 | 4 | 1 | 5 | 6 | 2 | 8 |
| Fri Mar 20 | 6 | 2 | 8 | 3 | 3 | 6 |
| | | | 47 | | | 44 |
| Sat Mar 21 | 1 | 3 | 8 | 4 | 4 | 8 |

