



Robert A. Johnson
Senior Vice President
Operations Southern Region

Suite 1000
120 South 6th Street
Minneapolis, MN 55402
USA

Tel 612 .904.5959
Fax 612 .851.5647
Cell 612 .760.1533
Robert_Johnson@cpr.ca

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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

ENTERED
Office of Proceedings
November 20, 2014
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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.

As we indicated last week, overall congestion has improved in the Pacific Northwest supply chain, in particular on the offline component of this corridor. We expect grain car cycle times for completed trips to begin to improve over the next several weeks as the supply chain works through this re-set.

We remain committed to working 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:	Year: 2014	Reporting Week:	Date Week Began:	11/9/2014
			Date Week Ended:	11/15/2014

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

Intermodal	24.6
Grain unit	17.6
Coal unit	21.8
Automotive unit	17.0
Crude oil unit	19.7
Ethanol unit	19.0
Manifest	18.5
All Other	18.6

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

System Average	18.0
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

ALBANY	4.6
BENSENVILLE	25.7
BINGHAMTON	25.0
GLENWOOD	13.6
HARVEY	12.6
LA CROSSE	18.8
MASON CITY	12.4
MILWAUKEE	23.7
NAHANT	23.5
ST PAUL	22.3

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

Box	1,398
Covered hopper	15,684
Gondola	2,377
Intermodal	675
Multilevel (automotive)	837
Open hopper	541
Tank	10,279
Other	1,116
Total	32,907

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

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/9/2014
			Date Week Ended:	11/15/2014

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	16.5
Coal	11.1
Automotive	-
Crude Oil	5.1
Ethanol	15.0
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	1	Other	1
Grain unit	0	0	0	0	5	Various, Customer, Foreign, Operations, Outages.	5
Coal unit	0	0	0	0	2	Various, Customer, Foreign, Operations, Outages.	2
Automotive unit	0	0	0	0	1	Other	1
Crude oil unit	0	0	0	1	14	Various, Customer, Foreign, Operations, Outages.	15
Ethanol unit	0	0	0	0	5	Various, Customer, Foreign, Operations, Outages.	5
Other unit	0	0	1	0	5	Various, Customer, Foreign, Operations, Outages.	6
All other trains	3	2	4	1	62	Various, Customer, Foreign, Operations, Outages.	72
Total	3	2	5	2	95		107

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	32	2	7	6
Grain	63	50	106	117
Coal		1	1	58
Crude Oil	2	172	32	105
Ethanol				
Automotive	82		26	
All Other	1,011	429	808	833

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

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/9/2014
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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	0	0	0
IL	0	0	0
IN	0	0	0
IA	4	0	4
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	732	398	334
MS	0	0	0
MO	50	0	50
MT	15	0	15
NE	0	0	0
NV	0	0	0
NH	0	0	0
NJ	0	0	0
NM	0	0	0
NY	1	0	1
NC	0	0	0
ND	1,492	1,018	474
OH	0	0	0
OK	0	0	0
OR	0	0	0
PA	0	0	0

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

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/9/2014
			Date Week Ended:	11/15/2014

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	109	99	10
WY	0	0	0
Total	2,403	1,515	888

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

Railroad:	Year: 2014	Reporting Week:	Date Week Began: 11/10/2014
			Date Week Ended: 11/16/2014

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	65	0.15 weeks	55			
KS						
KY						
LA						
ME						
MD						
MA						
MI						
MN	374	1.26 weeks	353	484	27	
MS						
MO	10	0.00 weeks	60	34		
MT	150	2.67 weeks		172		
NE						
NV						
NH						
NJ						
NM						
NY						
NC						
ND	2,684	2.94 weeks	897	1,378	377	
OH						
OK						
OR						
PA						
RI						
SC						
SD			300	267		
TN						
TX						
UT						
VT						
VA						

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

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/10/2014
			Date Week Ended:	11/16/2014

WA						
WV						
WI						
WY						
TOTAL	3,283	2.67 weeks	1,665	2,335	404	0

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

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/9/2014
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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	2.20	1.62
Other	2.20	2.67

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

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/9/2014
			Date Week Ended:	11/15/2014

Chicago Gateway

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

Barr	
Bensenville	2,078
Blue Island	
Calumet	26
Cicero	
Clearing	55
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	0.6
NS	0.7
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.

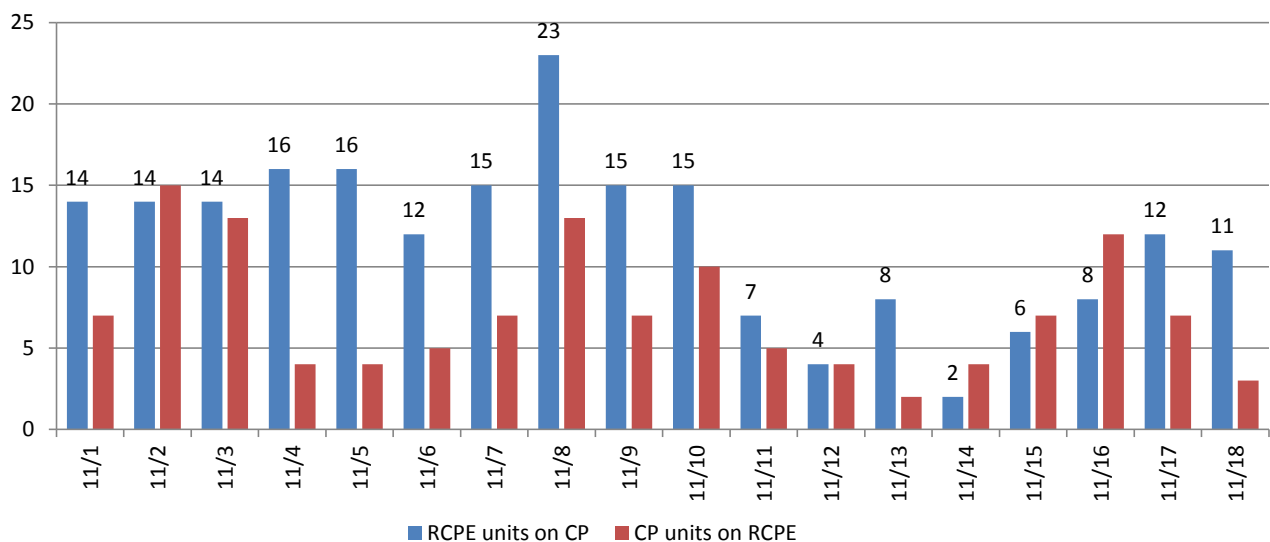
APPENDIX 1: RCP&E Reporting

Number of Grain Cars Requested by and Furnished to RCP&E from Nov 9, 2014 to Nov 15, 2014

	Number of New Car Orders	Number of Car Orders Filled
RCP&E	300	267

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
Sun Nov 2	6	3	9		7	7
Mon Nov 3		3	3	5	3	8
Tue Nov 4				5	2	7
Wed Nov 5				4		4
Thu Nov 6	5	4	9	4		4
Fri Nov 7	4	1	5	3	4	7
Sat Nov 8	6		6		4	4
			32			41
Sun Nov 9	1	8	9		4	4
Mon Nov 10	5		5	9		9
Tue Nov 11		8	8			
Wed Nov 12	2	4	6	8	1	9
Thu Nov 13	2		2	4	4	8
Fri Nov 14	2	6	8			
Sat Nov 15	2		2		4	4
			40			34
Sun Nov 16	5		5	2	2	4
Mon Nov 17	2		2	5		5
Tue Nov 18	1	1	2	5	4	9



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

NOTE: PAST 28 DAYS AVERAGE: +5.11 SD40 EQUIVALENT UNITS