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May 4, 2016

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

Re: *STB Docket No. EP 724-3 - United States Rail Service Issues- Data Collection*
2016 Reporting Week Eighteen

Dear Mr. Elliott, Ms Miller and 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.

CP's US network continues to be fluid and in good operating condition, as it has for many months. Again this week, system average train speed, weekly average terminal dwell, and cars on line data are all good.

The number of outstanding grain car orders remains at zero this reporting week, where it has been for all but four of the last 64 weeks. We spotted a total of 1269 grain cars this week, which total includes single cars and cars in dedicated trains, and we received 478 new grain car orders. From a grain order perspective, we remain current in the United States.

Sincerely,

Steven Nettleton
Vice President Operations

240603

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

Railroad: CPRS	Year: 2016	Reporting Week: 18	Date Week Began:	4/24/2016
			Date Week Ended:	4/30/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	32.8
Grain unit	27.7
Coal unit	26.8
Automotive unit	27.7
Crude oil unit	29.9
Ethanol unit	29.4
Manifest	24.5
All Other	25.7

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	17.3

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALBANY	7.6
BENSENVILLE	14.4
GLENWOOD	14.0
HARVEY	6.5
LA CROSSE	26.8
MASON CITY	19.6
MILWAUKEE	25.3
NAHANT	15.1
SARATOGA SPRINGS	10.9
ST PAUL	25.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	942
Covered hopper	12,508
Gondola	2,079
Intermodal	646
Multilevel (automotive)	579
Open hopper	346
Tank	7,119
Other	983
Total	25,202

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

Grain	61.1
Coal	-
Automotive	-
Crude Oil	3.5
Ethanol	49.8
All Other Unit Trains	21.3

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	0	0		0
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	0		0
Other unit	0	0	0	0	0		0
All other trains	3	2	0	0	9	Various, Customer, Foreign, Operations, Outages.	14
Total	3	2	0	0	9		14

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	2	2	4	3
Grain	16	12	99	54
Coal	-	3	-	1
Crude Oil	-	-	-	2
Ethanol	1	1	7	2
Automotive	4	-	5	-
All Other	24	53	164	185

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			Date Week Ended:	4/30/2016

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	23	0	23
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	437	203	234
MS	0	0	0
MO	1	0	1
MT	20	0	20
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	613	200	413
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	36	0	36
WY	0	0	0
Total	1,132	403	729

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Railroad: CPRS	Year: 2016	Reporting Week: 18	Date Week Began: 4/25/2016
			Date Week Ended: 5/1/2016

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			294	443		
MS						
MO			3	6		
MT			45	45		
NE						
NV						
NH						
NJ						
NM						
NY						
NC						
ND			111	750	3	
OH						
OK						
OR						
PA						
RI						
SC						
SD						
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	25		
WY						
TOTAL	0	0.00 weeks	478	1,269	3	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	2.6
Other	2.2	2.5

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	1,239
Blue Island	
Calumet	7
Cicero	
Clearing	103
Corwith	
Gibson	
Kirk	
Markham	
Proviso	32
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	0.00
CN	0.00
CP	0.00
CSX	0.00
NS	0.00
UP	0.00

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.