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January 25, 2017

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*  
2017 Reporting Week Three

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. System average train speed, weekly average terminal dwell, and cars on line data are all good.

This reporting week we received 1551 new grain car orders, and spotted a total of 1378 grain cars, which total includes single cars and cars in dedicated trains. The number of outstanding grain car orders this week is 2864.

As expected, our grain car cycle times have not fully re-set following the interchange carrier derailment. The carrier's line is back in service and together with our customers and the interchange carrier, we continue to work to minimize the effect.

Sincerely,

Steven Nettleton,  
Vice President Operations

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

|                |            |                   |                  |           |
|----------------|------------|-------------------|------------------|-----------|
| Railroad: CPRS | Year: 2017 | Reporting Week: 3 | Date Week Began: | 1/15/2017 |
|                |            |                   | Date Week Ended: | 1/21/2017 |

| 1. System-Average Train Speed by Train Type for the Reporting Week (MPH) |      |
|--|------|
| Intermodal   | 30.9 |
| Grain unit   | 28.0 |
| Coal unit  | 25.9 |
| Automotive unit  | 27.0 |
| Crude oil unit   | 29.4 |
| Ethanol unit   | 27.4 |
| Manifest   | 24.4 |
| All Other  | 25.3 |

| 2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains |      |
|--|------|
| System Average   | 17.6 |

| 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity |      |
|---|------|
| ALBANY  | 10.4 |
| BENSENVILLE   | 13.2 |
| GLENWOOD  | 15.9 |
| HARVEY  | 3.5  |
| LA CROSSE   | 22.5 |
| MASON CITY  | 14.9 |
| MILWAUKEE   | 23.2 |
| NAHANT  | 15.0 |
| SARATOGA SPRINGS  | 10.2 |
| ST PAUL   | 26.3 |

| 3. Total Cars On Line by Car Type for the Reporting Week |        |
|--|--------|
| Box  | 815    |
| Covered hopper   | 11,661 |
| Gondola  | 1,769  |
| Intermodal   | 737    |
| Multilevel (automotive)                                  | 442    |
| Open hopper  | 314    |
| Tank   | 7,079  |
| Other  | 758    |
| Total  | 23,575 |

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| 4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours |      |
|---|------|
| Grain   | 99.9 |
| Coal  | -    |
| Automotive  | -    |
| Crude   | 14.0 |
| Ethanol   | 44.4 |
| Other   | 15.3 |

**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       | 1        | 0                | 0                 | 0                | 4         | Various, Customer, Foreign, Operations, Outages. | 5         |
| 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 | 0        | 8                | 0                 | 0                | 10        | Various, Customer, Foreign, Operations, Outages. | 18        |
| <b>Total</b>     | <b>1</b> | <b>8</b>         | <b>0</b>          | <b>0</b>         | <b>14</b> |  | <b>23</b> |

**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                      | 4     | 8   | 1     |
| Grain      | 337                    | 12    | 230   | 25    |
| Coal       | -                      | -     | 1   | -     |
| Crude Oil  | -                      | -     | -   | -     |
| Ethanol    | 2                      | 2     | 29  | 4     |
| Automotive | 1                      | -     | -   | -     |
| All Other  | 81                     | 149   | 193   | 236   |

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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    | 4   | 0   | 4  |
| IL    | 3   | 0   | 3  |
| IN    | 0   | 0   | 0  |
| IA    | 29  | 0   | 29   |
| 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    | 604   | 103   | 501  |
| MS    | 0   | 0   | 0  |
| MO    | 0   | 0   | 0  |
| MT    | 9   | 0   | 9  |
| NE    | 0   | 0   | 0  |
| NV    | 0   | 0   | 0  |
| NH    | 0   | 0   | 0  |
| NJ    | 0   | 0   | 0  |
| NM    | 0   | 0   | 0  |
| NY    | 3   | 0   | 3  |
| NC    | 0   | 0   | 0  |
| ND    | 753   | 200   | 553  |
| 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           | 125   | 0   | 125  |
| WY           | 0   | 0   | 0  |
| <b>Total</b> | <b>1,530</b>  | <b>303</b>  | <b>1,227</b>   |

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|                |            |                   | Date Week Ended: 1/22/2017 |

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    |   |   | 18                          |                                | 10  |  |
| KS    |   |   |                             |                                |   |  |
| KY    |   |   |                             |                                |   |  |
| LA    |   |   |                             |                                |   |  |
| ME    |   |   |                             |                                |   |  |
| MD    |   |   |                             |                                |   |  |
| MA    |   |   |                             |                                |   |  |
| MI    |   |   |                             |                                |   |  |
| MN    | 1,114   | 0.62 weeks  | 704                         | 408                            |   |  |
| MS    |   |   |                             |                                |   |  |
| MO    |   |   |                             |                                |   |  |
| MT    | 50  | 1.00 weeks  |                             | 50                             | 50  |  |
| NE    |   |   |                             |                                |   |  |
| NV    |   |   |                             |                                |   |  |
| NH    |   |   |                             |                                |   |  |
| NJ    |   |   |                             |                                |   |  |
| NM    |   |   |                             |                                |   |  |
| NY    |   |   |                             |                                |   |  |
| NC    |   |   |                             |                                |   |  |
| ND    | 1,550   | 0.86 weeks  | 779                         | 920                            | 50  |  |
| 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           | 150   | 0.67 weeks  | 50                          |                                |   |  |
| WY           |   |   |                             |                                |   |  |
| <b>TOTAL</b> | <b>2,864</b>                                      | <b>0.76 weeks</b>   | <b>1,551</b>                | <b>1,378</b>                   | <b>110</b>                                | <b>0</b>                                   |

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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<br>(Please Specify Destination Region) | Trip Plan | Trip Performance |
|---|-----------|------------------|
| Pacific North West                            | 2.2       | 1.9              |
| 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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### Chicago Gateway

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

|                         |       |
|-------------------------|-------|
| Barr                    |       |
| Bensenville             | 1,089 |
| Blue Island             |       |
| Calumet                 | 11    |
| Cicero                  |       |
| Clearing                | 15    |
| 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 | 0.00 |
| 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.