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February 15, 2017

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

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The Honorable Daniel R. Elliott III, Vice Chairman
United States Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

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Office of Proceedings
February 15, 2017
Part of
Public Record

The Honorable Debra Miller, 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 Six

Dear Ms Begeman, Mr. Elliott and Ms Miller:

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 1104 new grain car orders, and spotted a total of 2005 grain cars, which total includes single cars and cars in dedicated trains. The number of outstanding grain car orders this week is 4385.

We are experiencing off-line weather related issues in the Pacific Northwest corridor which affect our grain car cycles. We remain in communication with our customers and other carriers to minimize effects and meet customer needs.

Sincerely,

Steven Nettleton,
Vice President Operations

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

Railroad: CPRS	Year: 2017	Reporting Week: 6	Date Week Began:	2/5/2017
			Date Week Ended:	2/11/2017

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	30.1
Grain unit	28.6
Coal unit	24.9
Automotive unit	21.6
Crude oil unit	26.9
Ethanol unit	26.7
Manifest	24.7
All Other	22.5

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	18.8

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALBANY	9.4
BENSENVILLE	14.1
GLENWOOD	27.6
HARVEY	11.5
LA CROSSE	17.6
MASON CITY	17.4
MILWAUKEE	15.4
NAHANT	20.7
SARATOGA SPRINGS	8.8
ST PAUL	26.5

3. Total Cars On Line by Car Type for the Reporting Week	
Box	916
Covered hopper	13,107
Gondola	2,102
Intermodal	695
Multilevel (automotive)	474
Open hopper	322
Tank	6,910
Other	900
Total	25,426

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Railroad: CPRS	Year: 2017	Reporting Week: 6	Date Week Began: 2/5/2017
			Date Week Ended: 2/11/2017

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	66.2
Coal	-
Automotive	-
Crude	31.4
Ethanol	36.1
Other	23.5

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					Other	Total
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Number		
	Intermodal	0	0	0	0	15	
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	0	0	1	8	Various, Customer, Foreign, Operations, Outages.	9
Total	0	0	0	1	23		24

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	4	5	19	3
Grain	249	23	577	101
Coal	-	2	1	-
Crude Oil	1	15	99	1
Ethanol	2	1	44	3
Automotive	1	-	3	-
All Other	61	119	317	266

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Railroad: CPRS	Year: 2017	Reporting Week: 6	Date Week Began:	2/5/2017
			Date Week Ended:	2/11/2017

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	3	0	3
IL	3	0	3
IN	0	0	0
IA	26	0	26
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	1,085	440	645
MS	0	0	0
MO	25	0	25
MT	11	0	11
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	1,211	716	495
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	104	0	104
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	101	101	0
WY	0	0	0
Total	2,573	1,257	1,316

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Railroad: CPRS	Year: 2017	Reporting Week: 6	Date Week Began: 2/6/2017
			Date Week Ended: 2/12/2017

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						
KS						
KY						
LA						
ME						
MD						
MA						
MI						
MN	1,642	1.10 weeks	418	541		
MS						
MO			25			
MT	125	0 weeks	25	105		
NE						
NV						
NH						
NJ						
NM						
NY						
NC						
ND	2,518	1.21 weeks	561	1,149	25	
OH						
OK						
OR						
PA						
RI						
SC						
SD				105		
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	100	1.21 weeks	75	105		
WY						
TOTAL	4,385	1.12 weeks	1,104	2,005	25	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	1.7
Other	2.2	-

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	987
Blue Island	
Calumet	11
Cicero	
Clearing	17
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.