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Law

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Via E-Filing

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street S.W.
Washington, D.C. 20423

Re: Docket No. EP 711 (Sub-No. 2), *Reciprocal Switching for Inadequate Service*

Dear Ms. Brown:

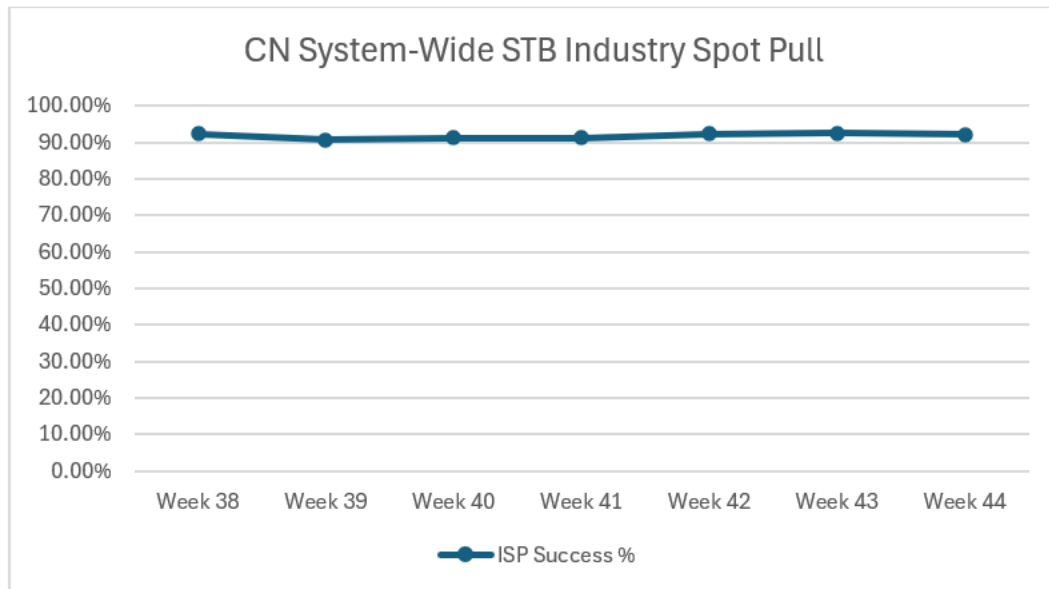
Grand Trunk Corporation, on behalf of the U.S. rail operating subsidiaries of Canadian National Railway Company (collectively, “CN”), respectfully submits the reporting data for Week 44 (ending October 25, 2024) pursuant to the Board’s order effective on September 4, 2024, in the above-captioned docket.

CN is also submitting reporting data to correct miscalculated Industry Spot Pull (“ISP”) service metric for Week 38 (ending September 13, 2024) through Week 43 (ending October 18, 2024) for CN’s system-wide and operating divisions.

This revised data now reflects the actual time of delivery or pick up of rail cars at a customer location; prior reporting had inadvertently utilized the time such information was entered into CN’s systems to generate the ISP success rate, even though that could be several hours after actual delivery or pick up.

The revised data also now measures the number of successful ISP windows versus total ISP windows; previously CN had incorrectly measured the number of railcars in a successful ISP window versus the total number of railcars spotted and pulled.

CN also provides the below graph which summarizes CN's system-wide industry spot and pull measurement in the United States for weeks 38 through 44.



Respectfully submitted,

Kathryn J. Gainey