

BEFORE THE SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 36500 (SUB-NO. 6)

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**CANADIAN PACIFIC RAILWAY LIMITED, ET AL. – CONTROL – KANSAS CITY SOUTHERN, ET AL.
(GENERAL OVERSIGHT)****CPKC’S APRIL 2025 DATA SUBMISSION**

In accord with Oversight Decision No. 1 served on September 1, 2023, Canadian Pacific Kansas City Limited (“CPKC”), on behalf of its U.S. rail carrier subsidiaries,¹ provides this submission of data for the month of March 2025.

I. INTERCHANGE DATA

CPKC is submitting interchange data for the month of March 2025 in the accompanying file named “STB_FD_36500_6_GATEWAY_HC_2025_04_202504071617.csv.” CPKC has designated that file as Highly Confidential in its entirety.

CPKC is separately filing a public file containing aggregate interchange data for each of the specified gateways. That file is named “STB_FD_36500_6_GATEWAY_PUBLIC_2025_04_202504071618.csv.”

II. CUSTOMER EXPERIENCE DATA**A. Customer Experience Data File**

As in previous months, CPKC is submitting data on the customer service metrics that were not reported by CPKC in dockets Ex Parte No. 724 and Ex Parte No. 770 for the Saturday-

¹ CPKC’s U.S. rail carrier subsidiaries include Soo Line Railroad Company; Central Maine & Quebec Railway US Inc.; Dakota, Minnesota & Eastern Railroad Corporation; Delaware & Hudson Railway Company, Inc. (collectively “CP” or “CP/Soo”); The Kansas City Southern Railway Company, Gateway Eastern Railway Company, and The Texas Mexican Railway Company (collectively, “KCSR”).

to-Friday Reporting Weeks ending during March 2025 (*i.e.*, the period between March 1, 2025 and March 28, 2025) in the accompanying file named “STB_FD_36500_6_CUSTOMER_2025_04_202504150939.csv” (the “Customer Data File”). As previously noted, the Customer Data File has been expanded to incorporate the weekly performance metrics previously reported in Ex Parte No. 770 (Sub-No. 1).² Those metrics continue to be reported separately for CP/Soo and KCSR, as they were when reported in the Ex Parte No. 770 docket, and continue to be calculated using Ex Parte No. 770 (Sub-No. 1) methodologies rather than the different methodologies required by the Board’s Final Rule in Ex Parte No. 711 (Sub-No. 2) for reporting in that docket. The Customer Data File contains blank rows that will be used in the future at such time as CPKC consolidates its performance reporting into a single set of metrics for CPKC’s U.S. network, at which point reporting of separate metrics for CP/Soo and KCSR will be discontinued.

In addition, CPKC is submitting a replacement Customer Data File covering weeks ending during February 2025 (named “STB_FD_36500_6_CUSTOMER_2025_03_202504151030.csv”). The replacement file corrects a database update error (which has since been resolved) that affected the data reported at Primary Keys 199-201 (relating to Weekly Average Number of Cars Per Day in Service with Mileage for KCS).

B. Metra Delay Data

Weekly data reflecting performance of Metra trains is included in the Customer Data File. Table 1 below summarizes the Metra on-time performance data for the full months of

² See *Urgent Issues in Freight Rail Service – Railroad Reporting*, Ex Parte No. 770 (Sub-No. 1) (STB served Jan. 31, 2024) at 9 (“Board will not require that all Class I railroads continue to submit weekly performance data in this docket”).

February and March 2025 consistent with how Metra reports its on-time performance data publicly. Table 1 reflects the number and percentage of Metra trains delayed by CPKC freight trains on the MD-N and MD-W lines. Table 1 also includes CPKC’s explanation for the difference, if any, between the figures reported by CPKC for February 2025 and the total “freight train interference” figures reported by Metra for that month.³ Metra has not yet released its March 2025 On-Time Performance (“OTP”) Reports. A future Data Submission will explain any differences for March 2025.

³ Metra’s public OTP reporting provides aggregate figures that include all delays caused by “foreign” freight train interference, and thus does not distinguish between freight train interference caused by CPKC trains and that caused by trains of other freight railroads operating over, or crossing, Metra’s lines. Note that the FTI delays reported herein and in Metra’s Public OTP Reports include delays resulting from CPKC freight trains that Metra has concluded are not “controllable” by CPKC.

TABLE 1

Metra Line	Period	Metra Delays Attributed to CPKC Freight Train Interference	Total Metra Trains Scheduled	Percentage of Metra Trains with Delays Attributed to CPKC Freight Train Interference	Difference, if Any, from Total FTI Figures in Metra's Public OTP Reports
MD-N Line					
MD-N	February 2025	0	1,232	0.0%	No difference.
MD-N	March 2025	0	1,334	0.0%	Metra has not yet released its March 2025 On-Time Performance Report.
MD-W Line					
MD-W	February 2025	0	1,208	0.0%	Metra's February 2025 On-Time Performance Report (showing 6 FTI delays) included 1 delay caused by CN freight train, 3 delays resulting from a freight train having struck an automobile, and 2 delays that Metra associated with freight trains encountering obstructions on the tracks or malfunctioning Metra signals.
MD-W	March 2025	20*	1,308	1.5%	Metra has not yet released its March 2025 On-Time Performance Report.

* - Includes 14 delays resulting from a freight train experiencing a broken knuckle in the early morning hours of March 28 and unavoidably blocking tracks at Galewood, east of Bensenville.

C. Service Action Plan Metric Benchmarks

As set forth in Decision No. 35 (at 141-42), CPKC committed to develop Service Action Plans in the event specified thresholds are triggered by trends in three customer experience metrics: Manifest Carloads On Time (based on EP 770 Item 7(i)), First/Mile/Last Mile (Industry Spot and Pull) (based on EP 770 Item 5), and Bulk Train On Time (based on EP 770 Item 7(i)). See Applicants' Final Brief, Appendix A, p. A9.

Table 2 on the next page reports the values for the applicable metrics as set forth in the Customer Data File (or, in the case of bulk train OTP, the aggregate of the reported metrics) for the Reporting Weeks ending during the month of March 2025. The Table also reports the four-week rolling average figures that are used to assess trends in performance relative to the applicable benchmarks.

TABLE 2

**CUSTOMER EXPERIENCE DATA REPORTING
SERVICE ACTION PLAN METRICS**

Week Ending	Manifest On-Time Performance EP 770 (Sub-No. 1), Item 7(i)				Bulk On-Time Performance EP 770 (Sub-No. 1), Item 7(i)				First-Mile/Last-Mile EP 770 (Sub-No. 1), Item 5			
	CP		KCS		CP		KCS		CP		KCS	
	As Reported in Customer Data File	Four- Week Rolling Average	As Reported in Customer Data File	Four- Week Rolling Average	Aggregate of Figures Reported in Customer Data File	Four- Week Rolling Average	Aggregate of Figures Reported in Customer Data File	Four- Week Rolling Average	As Reported in Customer Data File	Four- Week Rolling Average	As Reported in Customer Data File	Four- Week Rolling Average
3/7/2025	63.10%	61.99%	79.19%	79.04%	90.48%	87.95%	94.48%	93.43%	96.00%	96.03%	95.86%	96.79%
3/14/2025	61.70%	61.03%	77.47%	78.06%	93.33%	89.65%	94.82%	93.93%	96.00%	96.00%	97.41%	96.89%
3/21/2025	67.50%	62.89%	78.92%	78.56%	97.96%	91.11%	90.70%	93.42%	92.75%	95.19%	96.84%	96.91%
3/28/2025	66.30%	64.74%	78.45%	78.45%	100.00%	95.86%	94.70%	93.70%	94.25%	94.75%	96.53%	96.67%

III. OPERATIONAL DATA

A. Data for Reporting Period

CPKC is submitting data on the operational metrics for the Reporting Weeks ending during March 2025 in the accompanying file named “STB_FD_36500_6_OPERATIONAL_2025_04_202504101410.csv” (the “Operational Data File”).

B. Status of Capital Projects on CP Marquette Subdivision

This information is provided in Table 3 below.

TABLE 3
STATUS OF MARQUETTE SUBDIVISION CAPITAL PROJECTS AS OF APRIL 15, 2025

LOCATION	PROJECT	STATUS
MP 24 to MP100 (Marquette)	72 Miles of CTC Signaling	For segment between MP 46 and MP 72, construction completed; CTC placed in service on November 29, 2023. For segment between MP 72 and MP 100, construction completed; CTC placed in service on November 20, 2024. For segment between MP 24 and MP 46, construction completed, CTC placed in service March 19, 2025.
Brownsville (MP 155)	New 10,200-foot siding	Design has been completed; construction planned to begin in 2026, but could be accelerated if volumes increase faster than anticipated.
Turkey River (MP71)	New 12,200-foot siding	Design and tree clearing completed; civil construction complete, track construction to begin in April 2025 for target in-service date June 30, 2025.
Bellevue (MP24)	New 10,200-foot siding	Complete and in service on July 11, 2024.

Respectfully submitted,



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April 15, 2025

CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing CPKC's April 2025 Data Submission to be served electronically or by first class mail, postage pre-paid, on all parties of record in this proceeding.

/s/ David L. Meyer
David L. Meyer

April 15, 2025