

BEFORE THE SURFACE TRANSPORTATION BOARD

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

**CANADIAN PACIFIC RAILWAY LIMITED, ET AL. – CONTROL – KANSAS CITY SOUTHERN, ET AL.
(GENERAL OVERSIGHT)**

CPKC-33

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CPKC’S JUNE 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 May 2025.

I. INTERCHANGE DATA

CPKC is submitting interchange data for the month of May 2025 in the accompanying file named “STB_FD_36500_6_GATEWAY_HC_2025_06_202506111014.csv.” CPKC has designated that file as Highly Confidential in its entirety.²

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_06_202506111020.csv.”

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”).

² As a result of CPKC’s transition, discussed in greater detail below, to a single set of IT systems spanning the entire U.S. CPKC network, since May 3, 2025 CPKC no longer issues revenue waybills separately for the portion of transportation provided by separate carriers comprising the CPKC system. As a result, although those separate carriers will continue to exchange traffic at Kansas City, CPKC’s gateway data submissions, which are derived from revenue waybill data, will no longer report the volumes of traffic moving between CP and KCS at Kansas City.

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-to-Friday Reporting Weeks ending during May 2025 (*i.e.*, the period between April 26, 2025 and May 30, 2025) in the accompanying file named

“STB_FD_36500_6_CUSTOMER_2025_06_202506161643.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).³

Effective at 12:01 am on May 3, CPKC consolidated its IT systems across the U.S. networks of KCSR and CP/Soo, such that all operating metrics are now being calculated on a combined system basis. As a result, the Customer Data File accompanying this Submission reports separate CP/Soo and KCSR metrics (and only such metrics) for the period April 26 through May 2, and consolidated CPKC metrics (and only such metrics) for the period from May 3 through May 30.

Appendix A hereto provides a detailed breakdown of the methodologies used to calculate these metrics on a consolidated basis for CPKC’s entire U.S. network. Appendix A notes changes from the methodologies for the separate CP and KCS system metrics previously reported.⁴

³ 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”).

⁴ CPKC’s October 2023 Data Submission (App. B) provided a detailed explanation of the separate CP/Soo and KCSR methodologies used prior to May 3.

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 March, April, and May 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. Metra has not yet released its On-Time Performance (“OTP”) Reports for March, April, or May 2025. A future Data Submission will provide CPKC’s explanation for the difference, if any, between the figures reported by CPKC and the total “freight train interference” figures reported by Metra for those months.⁵

⁵ 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	March 2025	0	1,334	0.00%	Metra has not yet released its March 2025 On-Time Performance Report.
MD-N	April 2025	7	1,340	0.52%	Metra has not yet released its April 2025 On-Time Performance Report.
MD-N	May 2025	0	1,324	0.00%	Metra has not yet released its May 2025 On-Time Performance Report.
MD-W Line					
MD-W	March 2025	20*	1,308	1.53%	Metra has not yet released its March 2025 On-Time Performance Report.
MD-W	April 2025	2	1,312	0.15%	Metra has not yet released its April 2025 On-Time Performance Report.
MD-W	May 2025	4	1,302	0.30%	Metra has not yet released its May 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(ii)). See Applicants' Final Brief, Appendix A, p. A9.

Service Action Plan Metrics

Previous Data Submissions reported these metrics separately for CP and KCSR. Table 2 below follows this format and 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 Week of April 26 through May 2. The Table also reports, where available, the four-week rolling average figures that are used to assess trends in performance relative to the applicable benchmarks.

With the transition to consolidated CPKC performance metrics effective May 3, CPKC is reporting only combined system metrics from that date forward. Table 3 below 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 from May 3 through May 30. Table 3 also reports the four-week rolling average figures beginning with the week ending May 30 (the fourth week for which combined system metrics are available). The methodologies used to calculate the Service Action Plan metrics on a combined CPKC basis are those described in Appendix A.

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(ii)				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
5/2/2025	74.7%	78.3%	75.5%	71.4%	97.9%	95.4%	93.8%	94.4%	96.0%	96.2%	96.8%	96.3%

TABLE 3

**CUSTOMER EXPERIENCE DATA REPORTING
CONSOLIDATED 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(ii)		First-Mile/Last-Mile EP 770 (Sub-No. 1), Item 5	
	CPKC		CPKC		CPKC	
	As 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
5/9/25	64.4%	N/A*	95.5%	N/A*	86.8%	N/A*
5/16/25	61.4%	N/A*	100.0%	N/A*	80.4%	N/A*
5/23/25	58.2%	N/A*	98.0%	N/A*	66.5%	N/A*
5/30/25	59.4%	60.8%	93.6%	96.9%	71.2%	76.2%

* - Reporting of consolidated CPKC metrics commenced with week ending May 9; as a result, first reported four-week averages are for week ending May 30.

Revised Service Action Plan Benchmarks and Triggers

As CPKC's October 2023 Data Submission explained, the transition to combined system reporting of these metrics requires rebasing the performance levels used to set the Service Action Plan triggers.⁶ Table 4 below sets forth the 2022 performance levels and associated Service Action Plan triggers as previously calculated for the separate CP and KCSR systems (and as reported in the October 2023 Data Submission). Those baselines and triggers are no longer applicable. Table 4 also reports the new CPKC combined system baselines and triggers, which will apply going forward.

TABLE 4
SERVICE ACTION PLAN METRIC BENCHMARKS

METRIC	CP		KCSR		CPKC	
	2022 AVERAGE	BENCHMARK (AVERAGE LESS 15%)	2022 AVERAGE	BENCHMARK (AVERAGE LESS 15%)	REBASED 2022 BASELINE	BENCHMARK (BASELINE LESS 15%)
Manifest OTP (EP 770 Item 7(i))	70.0%	55.0%	76.0%	61.0%	73.3%	58.3%
FMLM (Industry Spot and Pull) (EP 770 Item 5)	86.0%	71.0%	95.6%	80.6%	91.0%	76.0%
Bulk OTP (EP 770 Item 7(ii))⁷	96.1%	81.1%	94.5%	79.5%	94.7%	79.7%

CPKC calculated the rebased 2022 baseline CPKC performance levels as follows:

⁶ See also Applicants' Final Brief (filed Oct. 21, 2022) at App. A, page A9 (noting that customer experience metrics "based on 2022 performance" "may be re-based as methodologies are harmonized").

⁷ This metric is a train-count weighted aggregate of the commodity-by-commodity bulk train metrics reported pursuant to Ex Parte No. 770 (Sub-No. 1).

For Manifest OTP:

As shown in Table 5, the 2022 baseline Manifest OTP performance for the CPKC U.S. network is 73.3%, which is 3.1 percentage points lower than the straight weighted average of the separate CP and KCSR Manifest OTP performance metrics for 2022 (*i.e.*, 76.4%). This difference primarily reflects the removal from the KCS 2022 data of results relating to the movement of empty railcars, and also adjusts 2022 performance by removing the effect of traffic originating in Mexico. This is necessary to provide an apples-to-apples basis for comparison with CPKC performance, since the CPKC methodology going forward will calculate Manifest OTP performance only for loaded movements on the CPKC U.S. network and will no longer include traffic originating in Mexico.⁸ KCS's average manifest OTP performance for loaded movements not originating in Mexico in 2022 was 75.7%. The weighted average of this figure and CP's 70.5% figure is 73.3%,⁹ which is the new 2022 baseline set forth in Table 5.

For FMLM (Industry Spot and Pull):

As shown in Table 5, the rebased 2022 baseline FMLM performance for the CPKC U.S. network is 91.0%, which is the weighted average of the separate CP and KCSR FMLM performance metrics for 2022.¹⁰ Although the methodology that CPKC will apply going forward on a CPKC network-wide basis (described in Appendix A) is different from that previously used for the separate KCS network, it is not possible to recalculate KCS's performance for 2022 using

⁸ With CPKC's IT system cutover, KCS's MCS system will no longer be used for U.S. traffic, and thus new U.S.-specific shipment-level trip plans will no longer regularly be prepared for traffic moving between CPKCM and CPKC at the Laredo gateway. Were these shipments included in the reported Manifest OTP metric, measured performance would be affected by conditions within Mexico (which was not the case prior to May 3, 2025).

⁹ This figure was weighted using KCS's 331,437 loaded movements and CP's 279,180 loaded movements on their U.S. networks in 2022.

¹⁰ This figure was weighted using KCS's 894,267 and CP's 839,999 units included in FMLM measurement on their U.S. networks during 2022.

the new methodology. Instead, CPKC confirmed that the new methodology yields results that are very close to those produced using the prior methodology, such that no adjustment to KCS's 2022 baseline performance is warranted.

For Bulk OTP:

As shown in Table 5, the 2022 baseline Bulk OTP performance for the CPKC U.S. network is 94.7%, which is 0.1 percentage points lower than the straight weighted average of the separate CP and KCSR Bulk OTP performance metrics for 2022 (*i.e.*, 94.8%). This adjustment reflects the removal from the KCS 2022 data of results relating to the movement of empty railcars. This is necessary to provide an apples-to-apples basis for comparison with CPKC performance, since the CPKC methodology going forward will calculate bulk OTP performance only for loaded movements on the CPKC U.S. network. The CPKC methodology also replaces KCS's carload-based methodology with train-based trip plans for bulk unit trains, but this change likely is immaterial because of the very small percentage of KCS's 2022 bulk commodity movements that occurred in manifest rather than trainload service. KCS's average OTP performance for *loaded* movements of bulk commodities in 2022 was 93.5%. The weighted average of this figure and CP's 96.1% figure is 94.7,¹¹ which is the new 2022 baseline set forth in Table 5.

III. OPERATIONAL DATA

A. Data for Reporting Period

CPKC is submitting data on the operational metrics for the Reporting Weeks ending during May 2025 in the accompanying file named

¹¹ This figure was weighted using KCS's 2,716 loaded trains and CP's 2,408 loaded trains of bulk commodities on their U.S. networks in 2022.

“STB_FD_36500_6_OPERATIONAL_2025_06_202506101116.csv” (the “Operational Data File”).

B. Status of Capital Projects on CP Marquette Subdivision

This information is provided in Table 5 below.

TABLE 5
STATUS OF MARQUETTE SUBDIVISION CAPITAL PROJECTS AS OF JUNE 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 and signal construction in-progress for target in-service date of June 30, 2025.
Bellevue (MP24)	New 10,200-foot siding	Complete and in service on July 11, 2024.

Respectfully submitted,



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Attorneys for CPKC

June 16, 2025

CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing CPKC's June 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

June 16, 2025

APPENDIX A

METHODOLOGIES USED TO CALCULATE EP 724 AND EP 770 METRICS ON COMBINED CPKC U.S. SYSTEM BASIS

**(NOTING CHANGES FROM METHODOLOGIES PREVIOUSLY REPORTED IN
OCTOBER 2023 DATA SUBMISSION, APPENDIX B)**

Metric	Primary Keys	Changes Relative to CP/Soo Methodology	Changes Relative to KCSR Methodology
EP 770 Item 1 The weekly average terminal dwell times, measured in hours, for the carrier's 11th through 20th largest terminals (to augment the system-wide data and the data currently reported for the ten largest terminals under 49 C.F.R. § 1250.2(a)(5)).	<u>From May 3, 2025 forward:</u> CPKC Combined U.S. System: 341-350 <u>Previously reported:</u> CP/Soo: 9-18 KCSR: 175-184	No change in methodology: Sum of total dwell hours / sum of total cars handled. Applied to CPKC terminals 11-20, which are: Glenwood, Mason City, Milwaukee, Saratoga Springs, Minot, Artesia, Baton Rouge, Beaumont, Wylie and Heavener Previously, CP terminals 11-20 were: Enderlin, Marquette, Minneapolis Humboldt, Minot, Muscatine, Ottumwa, Portage, Savanna, Waseca, Winona.	Applied to CPKC terminals 11-20 as noted in previous column. Previously, KCS terminals 11-20 were: The previous 10 were New Orleans, Mossville, Port Arthur, Lake Charles, Heavener, East St Louis, Gulfport, Monroe, Corpus Christi, Bossier City.
EP 770 Item 2 Train Starts: The weekly average number of train starts per day (to augment the weekly average number of trains held per day data currently reported under 49 C.F.R. § 1250.2(a)(5)), sorted by train type (intermodal, grain unit, coal unit, automotive unit, crude oil unit, ethanol unit, other unit, and manifest).	<u>From May 3, 2025 forward:</u> CPKC Combined U.S. System: 351-358 <u>Previously reported:</u> CP/Soo: 19-26 KCSR: 185-192	No change in methodology.	No change in methodology.

Metric	Primary Keys	Changes Relative to CP/Soo Methodology	Changes Relative to KCSR Methodology
EP 770 Item 3 Car Miles and Car Fleet Status: The following information, reported separately for privately-owned, TTX-owned, and railroad-owned cars: (i) the weekly average number of cars per day in storage; (ii) the weekly average number of cars per day in service with no mileage; (iii) the weekly average number of cars per day in service with mileage; (iv) the weekly average number of car miles per day; and (v) the aggregate number of car miles per week.	<u>From May 3, 2025 forward:</u> CPKC Combined U.S. System: 359-373 <u>Previously reported:</u> CP/Soo: 27-41 KCSR: 193-207	No change in methodology.	(i) Cars in Storage: KCS treated “in storage” and “in service” as mutually exclusive. Cars at shipper locations were excluded from storage counts, which were based on a Monday snapshot. (ii) Cars with No Mileage: Cars in yards but not “in storage” were considered “in service, no mileage,” even if being switched. Mileage excluded yard movements. (iii) Cars with Mileage: No changes. (iv) Average Car Miles: No changes. (v) Weekly Car Miles: No changes.
EP 770 Item 4 Re-crews: With respect to re-crews, for each operating division and for the system: (i) the weekly number of unplanned re-crews due to compliance with federal hours of service regulations, and (ii) the re-crew rate measured as a percentage of total crew starts.	<u>From May 3, 2025 forward:</u> CPKC Combined U.S. System: 374-401 <u>Previously reported:</u> CP/Soo: 42-69 KCSR: 208-235	No change in methodology. Applied to CPKC’s seven U.S. operating divisions: Midwest, Northeast US, Shreveport, Southeast, Southwest, US East, and US West.	No change in methodology. Applied to CPKC’s seven U.S. operating divisions as noted in previous column.

Customer Data File
CPKC Combined U.S. System Definitions and Methodologies



Metric	Primary Keys	Changes Relative to CP/Soo Methodology	Changes Relative to KCSR Methodology																								
EP 770 Item 5 First Mile / Last Mile: For each operating division and for the system, the percentage of scheduled spots and pulls that were fulfilled. (This is sometimes referred to in the industry as “Industry Spot and Pull.”)	<u>From May 3, 2025 forward:</u> CPKC Combined U.S. System: 402-415 <u>Previously reported:</u> CP/Soo: 70-83 KCSR: 236-249	No change to methodology for evaluating success; weekly performance based on the ratio of the total number of cars successfully spotted or pulled to the total number of spots or pulls requested for the week. System average is a weighted average, with weights based on the total number of customer requests received by each division. CPKC reporting divisions incorporate legacy CP divisions as follows: <table><tr><th>Former CP</th><th>New CPKC</th></tr><tr><td>Northeast</td><td rowspan="2">Northeast US (NEUS)</td></tr><tr><td>Atlantic</td></tr><tr><td>St. Paul</td><td rowspan="3">US East</td></tr><tr><td>Wisconsin</td></tr><tr><td>Chicago</td></tr><tr><td>North Dakota</td><td rowspan="3">US West</td></tr><tr><td>Minnesota</td></tr><tr><td>Quad Cities</td></tr></table> Four legacy CP customers were reassigned from CP Quad Cities Division to CPKC Midwest Division	Former CP	New CPKC	Northeast	Northeast US (NEUS)	Atlantic	St. Paul	US East	Wisconsin	Chicago	North Dakota	US West	Minnesota	Quad Cities	Performance now evaluated using legacy CP methodology, based on the percentage of customer requests for spots and pulls successfully performed rather than successful execution of spots and pulls including on work orders. System average is a weighted average, with weights based on the total number of customer requests received by each division. CPKC reporting divisions incorporate legacy KCS divisions as follows: <table><tr><th>Former KCS</th><th>New CPKC</th></tr><tr><td>North</td><td>Midwest</td></tr><tr><td>Shreveport</td><td>Shreveport</td></tr><tr><td>Southeast</td><td>Southeast</td></tr><tr><td>Speedway</td><td rowspan="2">Southwest</td></tr><tr><td>Border</td></tr></table> Five legacy KCS customers were reassigned as follows: One from KCS Speedway Division to CPKC Midwest Division; one from KCS Southeast Division to CPKC Shreveport Division; and three from KCS Shreveport Division to Southeast Division.	Former KCS	New CPKC	North	Midwest	Shreveport	Shreveport	Southeast	Southeast	Speedway	Southwest	Border
Former CP	New CPKC																										
Northeast	Northeast US (NEUS)																										
Atlantic																											
St. Paul	US East																										
Wisconsin																											
Chicago																											
North Dakota	US West																										
Minnesota																											
Quad Cities																											
Former KCS	New CPKC																										
North	Midwest																										
Shreveport	Shreveport																										
Southeast	Southeast																										
Speedway	Southwest																										
Border																											

Metric	Primary Keys	Changes Relative to CP/Soo Methodology	Changes Relative to KCSR Methodology
EP 770 Item 6 Train cancellations: For each operating division and for the system, the weekly average number of local trains cancelled per day, and the aggregate number of local trains cancelled per week, broken down by cause (crew, locomotive power, or other).	<u>From May 3, 2025 forward:</u> CPKC Combined U.S. System: 416-499 <u>Previously reported:</u> CP/Soo: 84-167 KCSR: 250-333	No change in methodology: Applied to CPKC's seven U.S. operating divisions: Midwest, Northeast US, Shreveport, Southeast, Southwest, US East, and US West.	No change in methodology: Applied to CPKC's seven U.S. operating divisions as noted in previous column.
EP 770 Item 7 Cars and Trains Placed Within 24 hrs of Original Arrival Estimate i. For rail cars moving in manifest service, the percentage of cars constructively or actually placed at destination within 24 hours of the original estimated time of arrival.	<u>From May 3, 2025 forward:</u> CPKC Combined U.S. System: 500 <u>Previously reported:</u> CP/Soo: 168 KCSR: 334	No change in methodology.	Now excludes movements of empty railcars and movements originating in Mexico.
ii. For the following types of unit trains (grain unit, coal unit, automotive unit, crude oil unit, and ethanol unit), the percentage of trains constructively or actually placed at destination within 24 hours of the original estimated time of arrival.	<u>From May 3, 2025 forward:</u> CPKC Combined U.S. System: 501-505 <u>Previously reported:</u> CP/Soo: 169-173 KCSR: 335-339	Now excludes traffic exiting CPKC network at Kingsgate/Eastport gateway, where CPKC's network does not enter the United States.	Now excludes movements of empty railcars and movements originating in Mexico. Now limits included traffic to unit train type; previously, KCS categorized traffic as bulk based on commodity type.

Metric	Primary Keys	Changes Relative to CP/Soo Methodology	Changes Relative to KCSR Methodology
iii. For intermodal traffic, the percentage of trains that arrive at destination within 24 hours of the original estimated time of arrival. For movements involving more than one rail carrier in each of the specified categories, the destination for the upstream carrier shall be treated as the interchange location with the subsequent railroad.	<u>From May 3, 2025 forward:</u> CPKC Combined U.S. System: 506 <u>Previously reported:</u> CP/Soo: 174 KCSR: 340	No change in methodology.	Now measured based on train arrival; previously, KCS measured based on arrival of each shipment relative to its trip plan.