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Office of Chief Counsel
November 16, 2026
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Public Record

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'S NOVEMBER 2026 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 October 2026.

I. INTERCHANGE DATA

CPKC is submitting interchange data for the month of October 2026 in the accompanying file named "STB_FD_36500_6_GATEWAY_HC_2026_11_202611101347.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_2026_11_202611101349.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-to-Friday Reporting Weeks ending during October 2026 (*i.e.*, the period between September 26,

[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").

2026 and October 30, 2026) in the accompanying file named "STB_FD_36500_6_CUSTOMER_2026_11_202611031544.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]

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 September and October 2026 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") Report for October 2026. 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" ("FTI") figures reported by Metra for that month.[3]

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[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").

[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 FTI 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	September 2026	9	1,304	0.69%	Metra's September 2026 OTP Report showed only 8 delays caused by FTI, reflecting only 0.61% of Metra trains delayed by CPKC freight trains.
MD-N	October 2026	0	1,362	0.00%	Metra has not yet released its October 2026 OTP Report.
MD-W Line					
MD-W	September 2026	11	1,315	0.84%	Metra's September 2026 OTP showed only 10 delays caused by FTI, reflecting only 0.76% of Metra trains delayed by CPKC freight trains.
MD-W	October 2026	0	1,336	0.00%	Metra has not yet released its October 2026 OTP Report.

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 October 2026. 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
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
10/2/2026	76.25%	76.09%	100.00%	99.10%	92.87%	91.62%
10/9/2026	81.05%	77.56%	98.33%	98.66%	91.04%	90.98%
10/16/2026	78.44%	77.86%	97.96%	98.22%	91.38%	91.43%
10/23/2026	80.38%	79.01%	100.00%	99.06%	92.60%	91.97%
10/30/2026	82.86%	80.70%	100.00%	99.10%	94.58%	92.40%

III. OPERATIONAL DATA

A. Data for Reporting Period

CPKC is submitting data on the operational metrics for the Reporting Weeks ending during October 2026 in the accompanying file named "STB_FD_36500_6_OPERATIONAL_2026_11_202611121913.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 NOVEMBER 15, 2026

LOCATION	PROJECT	STATUS
MP 24 to MP100 (Marquette)	72 Miles of CTC Signaling	For segment between MP 46 and MP 72, CTC placed in service November 29, 2023. For segment between MP 72 and MP 100, CTC placed in service November 20, 2024. For segment between MP 24 and MP 46, CTC placed in service March 19, 2025.
Brownsville (MP 155)	New 10,200-foot siding	Design has been completed; construction will commence with sufficient lead-time to allow completion before anticipated volumes require additional capacity at this location.
Turkey River (MP71)	New 12,200-foot siding	Complete and in service June 19, 2025.
Bellevue (MP24)	New 10,200-foot siding	Complete and in service July 11, 2024.

Respectfully submitted,



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November 16, 2026

CERTIFICATE OF SERVICE

I hereby certify that I have caused the foregoing CPKC's October 2026 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

November 16, 2026