



National Grain Car Council
Railroad Reports
2024 Fall Meeting August 27th
Kansas City, Missouri



Question Set

The STB provided some metrics from the required reportings submitted to the Board by the Class I carriers.

The questions for which Class 1s provided answers are:

- Total # locomotives, # available or in service, # in storage.
- Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
- Grain car backlog, if any.
- Number of shuttle or unit grain trains anticipated to operate during harvest peak.
- Expected capital expenditures.

The following metrics were provided by the Class 2 and 3 carriers.

1. Equipment resources:
 - # Locomotives
 - total
 - available/in service
 - in storage
 - # Grain cars – fleet total
 - # in active service
 - # in storage,
 - # in unit service,
 - # in manifest service.
2. Labor resources – Train and Engine Service:
 - # Total T&E service
 - # Hirings
 - # Furloughed and available for recall
 - # In training
 - The retention rate of employees fully trained and placed in service.
 - # Crews available in grain region(s) to support harvest demand surge.
3. Train assemblies:
 - # Shuttle trains or Unit Grain Trains currently running.
 - # Shuttle trains or UGT anticipated to operate during harvest peak.
4. Car and train velocity
5. Car trip plan compliance measure
6. Expected capital expenditures.



Measure	Variable	1/11/2023	4/12/2023	7/12/2023	10/11/2023	1/10/2024	4/10/2024	6/12/2024	7/10/2024	8/7/2024
Average Train Speed (MPH)	Grain unit	26.5	26.3	25.8	25.0	26.2	25.6	25.0	24.7	23.2
Average Train Speed (MPH)	System	27.6	25.6	27.0	26.4	28.4	26.3	26.2	25.9	24.5
Average Terminal Dwell Time (Excluding Cars on Run Through Trains) (Hours)	System	25.5	28.1	26.7	24.7	26.8	28.0	25.3	26.0	24.1
Average Dwell Time at Origin for Unit Train Shipments (Hours)	Grain unit	69.6	32.6	24.3	5.2	20.6	22.1	17.3	28.1	34.5
Weekly Average Number of Trains Holding Per Day by Train Type and Cause	Grain unit Total	12.7	10.8	7.0	10.5	6.6	13.6	12.8	23.3	27.9
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Loaded	1,229.7	884.0	389.3	284.4	743.7	506.7	831.9	1,009.7	719.3
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Empty	732.0	1,018.6	674.1	375.9	518.0	485.1	398.4	583.7	622.4
Weekly total grain cars loaded and billed, reported by State and Type of Car Ordering System	All Ordering Systems Total	11,372	9,715	6,189	11,603	11,156	13,117	10,626	9,759	9,760
Grain Car Order Fulfillment	Running	982	231	164	449	810	467	409	308	473
Grain Car Order Fulfillment Metrics (Count)	Total of Orders Filled TOTAL	2,037	1,740	1,608	1,471	1,376	1,718	2,172	1,684	2,096
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (1-10 Days Past Due) TOTAL	2,736	1,509	199	1,904	2,025	1,409	439	916	1,253
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (11+ Days Past Due) TOTAL	9,362	1,444	61	115	2,631	5,366	50	64	298
Average Grain Shuttle Turns per Month By Region	Average Turns System	2.5	2.3	2.4	2.4	2.5	2.4	2.4	2.3	2.2
Average Grain Shuttle Turns per Month By Region	Planned Turns System	2.7	2.6	2.6	2.6	2.6	2.5	2.5	2.5	2.8
Weekly Carloads By 22 Commodity Categories	Grain Mill Products Total	4,243	4,125	4,087	4,240	4,149	3,847	4,227	4,434	3,872
Weekly Carloads By 22 Commodity Categories	Grain Total	11,840	9,541	5,774	12,721	11,694	12,835	10,618	9,603	9,832

Other than L600-TRANSPORTATION (TRAIN AND ENGINE)						
Total Employees						
	12/31/2022	12/31/2023	5/31/2024	6/30/2024	7/30/2024	7/30/2024
L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	1468	1515	1468	1482	1482	1408
L200-PROFESSIONAL AND ADMINISTRATIVE	3288	3333	3185	3196	3196	3159
L300-MAINTENANCE OF WAY AND STRUCTURES	7942	8071	8464	8381	8381	8437
L400-MAINTENANCE OF EQUIPMENT AND STORES	6454	6464	6228	6144	6144	5989
L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	1903	1962	2058	2067	2067	2092

L600-TRANSPORTATION (TRAIN AND ENGINE)									
	1/1/2023	4/1/2023	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024	8/1/2024	
Count of Employees Added	135	40	54	62	143	150	1		
Count of Employees Furloughed	1	1	0	0	0	85	284		
Count of Employees In Active Service	13985	14273	14520	14840	15010	15254	14941		
Count of Employees On Extra Board	2746	2998	3234	3701	3615	3703	2985		
Count of Employees Separated	66	107	107	107	60	78	92		
Count of Employees Separated by Voluntary Resignation	33	53	66	47	23	34	34		
Count of Trainees Completing Training	241	265	181	248	141	182	145		
Count of Trainees Currently In Training	1014	892	1012	619	253	569	685		
Count of Trainees Dropping Out of Training	40	53	61	48	26	18	43		Data not yet available.
Count of Trainees Entering Training	129	191	83	157	340	191	46		
Total Employees	15128	15356	15615	15616	15603	16014	15672		15612



1. Total # locomotives, # available or in service, # in storage.
 - a. 4,868 active road locomotives in fleet with additional 232 in storage
2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
 - a. 32,000 total cars – 28,000 active and 4,000 in storage (all stored will be active prior to Oct 1)
 - b. 27,000 in shuttle service and 5,000 in manifest service
3. Grain car backlog, if any
 - a. Past due order count 1,178 cars (includes singles and DETs)
4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.
 - a. 140 shuttles; 30 regular DETs; 15 direct DETs
 - b. Additionally: Meal/DDG/Syrup/Fertilizer/Ethanol trains in private equipment
5. Expected capital expenditures in 2024.
 - a. \$3.92B total
 - i. 13,000 miles of track surfacing and/or undercutting work
 - ii. Replacement of 365 miles of rail
 - iii. 2.8 million rail ties
 - iv. \$600M for expansion and efficiency projects
 - v. \$440M for equipment acquisitions



Measure	Variable	1/11/2023	4/12/2023	7/12/2023	10/11/2023	1/10/2024	4/10/2024	6/12/2024	7/10/2024	8/7/2024
Average Train Speed (MPH)	Grain	26.4	23.5	27.0	24.0	26.2	24.8	25.1	22.6	25.1
Average Train Speed (MPH)	System (U.S.)	26.0	24.0	25.2	24.3	26.4	24.9	24.6	24.2	24.6
Average Terminal Dwell Time (Excluding Cars on Run Through Trains) (Hours)		14.2	15.8	15.6	14.7	14.5	14.9	14.6	15.6	14.5
Average Dwell Time at Origin for Unit Train Shipments (Hours)	Grain unit	13.5	10.0	3.8	10.0	6.2	6.5	5.1	6.1	10.3
Weekly Average Number of Trains Holding Per Day by Train Type and Cause	Grain unit Total	0.4	0.3	0.0	0.6	0.1	0.3	0.0	0.1	0.1
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Loaded	12.4	16.0	5.3	0.9	1.3	5.9	2.1	3.0	10.4
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Empty	16.1	14.1	15.4	2.6	4.0	4.0	2.9	4.9	4.9
Weekly total grain cars loaded and billed, reported by State and Type of Car Ordering System	All Ordering Systems Total	1,511	1,063	682	1,160	786	997	578	881	705
Grain Car Order Fulfillment Metrics (Count)	Running Total Number of Orders Placed TOTAL	885	755	125	1,126	360	202	206	149	130
Grain Car Order Fulfillment Metrics (Count)	Running Total of Orders Filled TOTAL	580	230	100	766	360	198	99	109	130
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (1-10 Days Past Due) TOTAL	No value reported.								
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (11+ Days Past Due) TOTAL	No value reported.								
Average Grain Shuttle Turns per Month By Region	Average Turns System (U.S.)	0	0	0	0	0	0	0	0	0
Average Grain Shuttle Turns per Month By Region	Planned Turns System (U.S.)	0	0	0	0	0	0	0	0	0
Weekly Carloads By 22 Commodity Categories	Grain Mill Products Total	1,131	1,217	887	1,043	1,199	1,229	1,230	1,308	1,159
Weekly Carloads By 22 Commodity Categories	Grain Total	2,371	1,938	1,462	2,573	1,546	1,609	964	1,570	1,177

Other than L600-TRANSPORTATION (TRAIN AND ENGINE)							
Total Employees							
	12/31/2022	12/31/2023	5/31/2024	6/30/2024	7/30/2024	7/30/2024	
L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	217	229	298	296	296	299	
L200-PROFESSIONAL AND ADMINISTRATIVE	651	677	574	578	578	577	
L300-MAINTENANCE OF WAY AND STRUCTURES	1798	1833	1877	1888	1888	1893	
L400-MAINTENANCE OF EQUIPMENT AND STORES	898	928	943	934	934	936	
L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	296	291	292	289	289	292	

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L600-TRANSPORTATION (TRAIN AND ENGINE)								
	1/1/2023	4/1/2023	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024	8/1/2024
Count of Employees Added	66	93	40	81	40	63	49	
Count of Employees Furloughed	0	0	0	20	10	6	13	
Count of Employees In Active Service	2354	2385	2432	2468	2519	2532	2511	
Count of Employees On Extra Board	1069	1058	1048	1065	1111	1137	1132	
Count of Employees Separated	26	51	55	67	50	48	77	
Count of Employees Separated by Voluntary Resignation	8	9	9	15	4	5	9	
Count of Trainees Completing Training	No data	No data	No data	No data	No data	No data	No data	
Count of Trainees Currently In Training	No data	No data	No data	No data	No data	No data	No data	
Count of Trainees Dropping Out of Training	No data	No data	No data	No data	No data	No data	No data	
Count of Trainees Entering Training	No data	No data	No data	No data	No data	No data	No data	
Total Employees	2530	2616	2649	2617	2623	2641	2631	2658

Data not yet available.



Equipment Resources:

CN had an inventory of approximately 1,950 high- and mid-horsepower locomotives as of mid-August 2024, compared to approximately 1,900 high- and mid-horsepower locomotives at the same time last year. As of early August 2024, CN had approximately 120 high- and mid-horsepower locomotives in storage compared to approximately 150 high- and mid-horsepower locomotives in storage at the same time last year. The CN locomotive fleet includes 60 newly acquired Dash 9s that are undergoing direct current (DC) to alternating current (AC) modernization. In addition, 33 SD75 locomotives are slated for a similar modernization program, increasing the AC fleet mix by 93 locomotives before the end of 2024.

As of mid-August 2024, the CN-owned and leased grain hopper car fleet stood at approximately 13,100 hopper cars, of which approximately 1,250 hopper cars were dedicated primarily to US grain service. These cars are made available for manifest and unit train service. As of mid-August 2024, CN's active hopper car fleet focused on grain service in the US stood at approximately 500 cars. Most of the active CN hopper car fleet focused on US grain service was dedicated to manifest traffic as of mid-August 2024.

Train Assemblies:

The number of CN-supplied unit trains expected to run this fall in grain service in the US will be dependent on customer demand. Customers can secure unit trains through CN's car auction, by placing general orders for CN-supplied equipment, or by utilizing customer-committed system sets. Coming into the week of August 11, 2024, CN had no unfulfilled demand for CN-supplied hoppers from the previous week.

Expected Capital Expenditures

In 2024, CN's capital investment plan is expected to be approximately CAD 3.5 billion which is consistent with the range of investments in recent years. CN invested over \$15.5 billion between 2019 and 2023, with nearly two-thirds of that investment going into track and railway assets. These investments ensure the continued safe and efficient operation of our rail network as well as increase capacity, improve fluidity and accommodate growth.



CP Reporting

Measure	Variable	1/11/2023	4/12/2023	7/12/2023	10/11/2023	1/10/2024	4/10/2024	6/12/2024	7/10/2024	8/7/2024
Average Train Speed (MPH)	Grain unit	26.5	24.1	24.5	22.6	26.6	24.9	21.3	19.0	18.9
Average Train Speed (MPH)	System	25.3	23.3	23.8	20.2	25.0	23.8	23.7	22.6	21.4
Average Terminal Dwell Time (Excluding Cars on Run Through Trains) (Hours)	System	19.1	21.4	21.4	23.2	13.9	23.3	23.2	23.8	23.9
Average Dwell Time at Origin for Unit Train Shipments (Hours)	Grain unit	51.4	61.9	8.5	39.1	8.6	13.5	9.5	12.4	28.7
Weekly Average Number of Trains Holding Per Day by Train Type and Cause	Grain unit Total	0.0	1.0	0.0	1.0	2.0	1.0	2.0	6.0	6.0
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Loaded	348.0	422.0	75.0	356.0	43.0	32.0	65.0	48.0	151.0
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Empty	47.0	141.0	39.0	98.0	58.0	35.0	69.0	53.0	26.0
Weekly total grain cars loaded and billed, reported by State and Type of Car Ordering System	All Ordering Systems Total	1,466	1,241	979	2,069	2,312	2,076	1,252	1,149	1,761
Grain Car Order Fulfillment Metrics (Count)	Running Total Number of Orders Placed TOTAL	709	255	359	246	375	206	178	288	647
Grain Car Order Fulfillment Metrics (Count)	Running Total of Orders Filled TOTAL	1,510	1,084	969	2,014	1,901	2,068	1,253	1,274	1,832
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (1-10 Days Past Due) TOTAL	779	240	75	175	76	75	0	26	100
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (11+ Days Past Due) TOTAL	1,722	53	0	296	0	153	0	25	53
Average Grain Shuttle Turns per Month By Region	Average Turns Pacific North West	2.1	2.0	2.4	2.4	2.0	2.1	2.4	2.4	2.3
Average Grain Shuttle Turns per Month By Region	Average Turns Other	2.4	1.4	2.3	1.9	1.8	2.2	3.1	2.2	1.8
Average Grain Shuttle Turns per Month By Region	Planned Turns Pacific North West	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Average Grain Shuttle Turns per Month By Region	Planned Turns Other	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Weekly Carloads By 22 Commodity Categories	Grain Mill Products Total	601	489	549	534	734	485	486	566	498
Weekly Carloads By 22 Commodity Categories	Grain Total	1,528	1,225	972	2,113	2,348	2,166	1,406	1,175	1,700

KCS Reporting



Measure	Variable	1/11/2023	4/12/2023	7/12/2023	10/11/2023	1/10/2024	4/10/2024	6/12/2024	7/10/2024	8/7/2024
Average Train Speed (MPH)	Grain unit	24.9	25.8	26.9	24.6	28.4	27.5	26.4	24.7	24.8
Average Train Speed (MPH)	System	26.8	27.5	28.2	26.8	30.0	28.6	26.7	26.6	26.2
Average Terminal Dwell Time (Excluding Cars on Run Through Trains) (Hours)	System	20.5	21.2	22.4	19.8	18.8	17.6	18.9	21.0	20.7
Average Dwell Time at Origin for Unit Train Shipments (Hours)	Grain unit	10.7	8.2	21.3	8.6	12.5	23.5	32.4	52.0	56.1
Weekly Average Number of Trains Holding Per Day by Train Type and Cause	Grain unit Total	6.0	2.0	3.0	8.0	3.0	7.0	5.0	4.1	5.1
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Loaded	24.0	140.0	37.0	3.0	13.0	48.0	31.0	31.0	10.0
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Empty	50.0	16.0	42.0	12.0	33.0	28.0	24.0	126.0	48.0
Weekly total grain cars loaded and billed, reported by State and Type of Car Ordering System	All Ordering Systems Total	1,262	1,562	1,065	1,404	1,222	1,593	1,382	922	861
Grain Car Order Fulfillment Metrics (Count)	Running Total Number of Orders Placed TOTAL	365	355	505	973	845	802	780	538	639
Grain Car Order Fulfillment Metrics (Count)	Running Total of Orders Filled TOTAL	510	410	488	736	897	806	777	498	621
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (1-10 Days Past Due) TOTAL	27	0	40	105	178	0	0	25	105
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (11+ Days Past Due) TOTAL	0	0	0	0	0	0	0	29	0
Average Grain Shuttle Turns per Month By Region	Average Turns System	0	0	0	0	0	0	0	0	0
Average Grain Shuttle Turns per Month By Region	Planned Turns System	0	0	0	0	0	0	0	0	0
Weekly Carloads By 22 Commodity Categories	Grain Mill Products Total	502	426	445	421	500	317	435	469	503
Weekly Carloads By 22 Commodity Categories	Grain Total	2,112	1,488	1,496	1,356	1,747	2,081	2,182	1,743	1,413

CPKC Reporting



Other than L600-TRANSPORTATION (TRAIN AND ENGINE)	Total Employees					
	12/31/2022	12/31/2023	5/31/2024	6/30/2024	7/30/2024	7/30/2024
L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	228	242	589	589	584	584
L200-PROFESSIONAL AND ADMINISTRATIVE	214	229	701	694	697	697
L300-MAINTENANCE OF WAY AND STRUCTURES	849	840	1259	1265	1277	1277
L400-MAINTENANCE OF EQUIPMENT AND STORES	272	263	571	573	566	566
L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	98	133	216	213	212	212

L600-TRANSPORTATION (TRAIN AND ENGINE)	Total Employees							
	1/1/2023	4/1/2023	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024	8/1/2024
Count of Employees Added	2	0	1	2	0	1	0	0
Count of Employees Furloughed	0	0	0	0	0	0	0	0
Count of Employees In Active Service	13	17	20	21	9	20	16	16
Count of Employees On Extra Board	0	0	0	0	0	0	0	0
Count of Employees Separated	30	27	39	18	10	5	8	8
Count of Employees Separated by Voluntary Resignation	22	14	20	10	8	4	6	6
Count of Trainees Completing Training	0	0	0	0	0	0	0	0
Count of Trainees Currently In Training	0	0	0	0	0	0	0	0
Count of Trainees Dropping Out of Training	0	0	0	0	0	0	0	0
Count of Trainees Entering Training	0	0	0	0	0	0	0	0
Total Employees	1210	1230	1250	1199	1202	2550	2411	2376

Data not yet available.

KCS Reporting



Other than L600-TRANSPORTATION (TRAIN AND ENGINE)							
Total Employees							
	12/31/2022	12/31/2023	5/31/2024	6/30/2024	7/30/2024		
L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	398	357	see CPKC	see CPKC	see CPKC		
L200-PROFESSIONAL AND ADMINISTRATIVE	476	456	see CPKC	see CPKC	see CPKC		
L300-MAINTENANCE OF WAY AND STRUCTURES	427	431	see CPKC	see CPKC	see CPKC		
L400-MAINTENANCE OF EQUIPMENT AND STORES	253	286	see CPKC	see CPKC	see CPKC		
L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	75	80	see CPKC	see CPKC	see CPKC		

L600-TRANSPORTATION (TRAIN AND ENGINE)								
	1/1/2023	4/1/2023	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024	8/1/2024
Count of Employees Added	55	16	31	20	20	21	10	
Count of Employees Furloughed	0	0	1	1	1	1	42	
Count of Employees In Active Service	1245	1281	1224	1244	1259	1258	1189	
Count of Employees On Extra Board	409	457	482	445	476	457	432	
Count of Employees Separated	18	4	1	2	1	0	0	
Count of Employees Separated by Voluntary Resignation	11	2	6	8	0	5	7	
Count of Trainees Completing Training	No data	No data	No data	No data	No data	No data	No data	
Count of Trainees Currently In Training	No data	No data	No data	No data	No data	No data	No data	
Count of Trainees Dropping Out of Training	No data	No data	No data	No data	No data	No data	No data	
Count of Trainees Entering Training	No data	No data	No data	No data	No data	No data	No data	
Total Employees	1333	1357	1370	1348	1322	see CPKC	see CPKC	see CPKC

Data not yet available.



- Total # locomotives, # available or in service, # in storage.
 - ~ 1750 locomotives available
 - ~ 90 additional locomotives serviceable
 - Target availability for peak: ~1940-2000

- Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.
 - The CPKC grain fleet is currently at 21,290 cars.
 - We do not allocate hoppers specifically to unit train or manifest service however we expect >80% of our grain volumes to move in unit trains.

- Grain car backlog, if any.
 - Current on order deck (pre- work stoppage, should this occur on August 22nd as issued in our August 9th advisory)

- Number of shuttle or unit grain trains anticipated to operate during harvest peak.
 - Approximately 100 Dedicated Trains across our Canadian and US North (Soo Line) properties
 - No change to unit grain train operation on our US South property

- Expected capital expenditures.
 - CPKC invested nearly \$2.7 billion in 2023 to enhance the safety, fluidity, capacity, and resiliency of the combined CPKC rail network.^[1] CPKC is executing planned capital investments of approximately \$2.75 billion in 2024. Our current guidance targets capital expenditures of approximately \$2.6 billion to \$2.8 billion per year across the combined network for the 2024–2028 period.

^[1] This figure is reported on a combined basis to illustrate the total network-wide capital investment as if CP's acquisition of KCS occurred on January 1, 2023. CP and KCS officially combined on April 14, 2023.



Measure	Variable	1/11/2023	4/12/2023	7/12/2023	10/11/2023	1/10/2024	4/10/2024	6/12/2024	7/10/2024	8/7/2024
Average Train Speed (MPH)	Grain unit	23.6	24.2	23.3	23.5	25.0	23.3	22.8	22.5	22.9
Average Train Speed (MPH)	System	26.2	26.0	26.3	25.9	27.3	25.9	25.4	25.6	25.5
Average Terminal Dwell Time (Excluding Cars on Run Through Trains) (Hours)	System	20.0	19.1	20.9	19.9	21.0	22.0	20.0	21.5	20.6
Average Dwell Time at Origin for Unit Train Shipments (Hours)	Grain unit	37.8	21.1	25.8	26.6	29.6	32.6	19.6	42.5	21.9
Weekly Average Number of Trains Holding Per Day by Train Type and Cause	Grain unit Total	0.6	0.6	0.7	0.4	0.1	0.7	0.7	0.6	0.4
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Loaded	135.3	9.3	38.1	8.6	67.1	13.0	17.4	26.4	36.7
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Empty	19.7	17.6	23.7	6.7	68.9	23.4	6.7	7.9	16.7
Weekly total grain cars loaded and billed, reported by State and Type of Car Ordering System	All Ordering Systems Total	2,776	2,448	1,491	2,600	2,698	2,218	2,219	2,525	2,244
Grain Car Order Fulfillment Metrics (Count)	Running Total Number of Orders Placed TOTAL	152	43	32	17	45	27	5	10	50
Grain Car Order Fulfillment Metrics (Count)	Running Total of Orders Filled TOTAL	70	38	29	17	42	24	5	9	45
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (1-10 Days Past Due) TOTAL	82	5	3	0	3	3	0	0	2
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (11+ Days Past Due) TOTAL	83	0	1	0	9	0	0	0	0
Average Grain Shuttle Turns per Month By Region	Average Turns	No value reported.								
Average Grain Shuttle Turns per Month By Region	Planned Turns	No value reported.								
Weekly Carloads By 22 Commodity Categories	Grain Mill Products Total	2,032	2,043	2,224	2,163	1,889	2,104	2,118	2,104	2,048
Weekly Carloads By 22 Commodity Categories	Grain Total	3,279	2,752	2,058	3,284	2,795	2,819	2,807	3,069	2,649

Other than L600-TRANSPORTATION (TRAIN AND ENGINE)						
Total Employees	Total Employees					
	12/31/2022	12/31/2023	5/31/2024	6/30/2024	7/30/2024	7/30/2024
L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	841	929	900	889	909	909
L200-PROFESSIONAL AND ADMINISTRATIVE	1637	1771	1814	1829	1826	1826
L300-MAINTENANCE OF WAY AND STRUCTURES	4948	5108	5170	5129	5206	5206
L400-MAINTENANCE OF EQUIPMENT AND STORES	2476	2747	2767	2784	2795	2795
L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	836	874	847	859	853	853

L600-TRANSPORTATION (TRAIN AND ENGINE)							
	Total Employees						
	1/1/2023	4/1/2023	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024
Count of Employees Added	103	80	98	80	60	21	25
Count of Employees Furloughed	10	11	11	12	12	13	14
Count of Employees In Active Service	6938	7231	7283	7274	7364	7461	7580
Count of Employees On Extra Board	2120	2289	2115	2213	2238	2422	2179
Count of Employees Separated	61	47	39	49	40	59	62
Count of Employees Separated by Voluntary Resignation	14	20	10	21	16	19	15
Count of Trainees Completing Training	136	130	No data	No data	No data	No data	No data
Count of Trainees Currently In Training	734	397	No data	No data	No data	No data	No data
Count of Trainees Dropping Out of Training	70	48	No data	No data	No data	No data	No data
Count of Trainees Entering Training	133	110	No data	No data	No data	No data	No data
Total Employees	7530	7491	7557	7763	7869	7957	7900
							7883

Data not yet available.





Total # locomotives, # available or in service, # in storage.

- As of August 12, CSX has 2,338 active locomotives, 135 stored serviceable, and 1,046 in longer term storage.

Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.

- CSX expects to have ~3,400 system grain cars on hand for 2023/24 harvest.
- Approximately 3,000 will be in active service, with over 400 in ready storage.
- CSX will have 30 system 90-car sets (2,700 cars) in unit train service.
- A pool of ~300 cars will be in single car/manifest service.

Grain car backlog, if any.

- N/A

Number of shuttle or unit grain trains anticipated to operate during harvest peak.

- CSX expects to have ~55-unit grain trains (system, foreign, and private) active on the network on October and November 2023 harvest peak.

Expected capital expenditures.

- CSX continues to invest in infrastructure to ensure reliable capacity.
- In 2023, CSX invested \$2.28B in capital expenditures, including capital investments in our core track network of \$983M.
- As guided externally, 2024 capital expenditures are expected to be ~\$2.5B.
- No capital maintenance programs are expected to negatively impact grain operations during harvest.
- Expect grain network to benefit holistically from any network investment.



Measure	Variable	1/11/2023	4/12/2023	7/12/2023	10/11/2023	1/10/2024	4/10/2024	6/12/2024	7/10/2024	8/7/2024
Average Train Speed (MPH)	Grain unit	16.3	13.6	15.4	13.9	16.8	18.4	19.0	20.5	20.1
Average Train Speed (MPH)	System	22.8	17.2	21.7	19.4	22.0	21.9	21.9	22.4	22.1
Average Terminal Dwell Time (Excluding Cars on Run Through Trains) (Hours)	System	24.4	32.4	23.3	24.0	24.0	22.9	22.9	24.3	22.9
Average Dwell Time at Origin for Unit Train Shipments (Hours)	Grain unit	34.0	44.0	20.7	40.0	21.3	30.7	29.2	26.7	35.5
Weekly Average Number of Trains Holding Per Day by Train Type and Cause	Grain unit Total	4.0	5.0	6.0	5.0	5.0	3.0	2.0	2.0	0.0
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Loaded	292.9	472.7	285.6	278.9	354.6	286.7	286.4	175.7	236.4
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Empty	16.6	24.0	9.9	21.9	12.3	4.9	10.1	9.9	9.9
Weekly total grain cars loaded and billed, reported by State and Type of Car Ordering System	All Ordering Systems Total	2,263	2,056	2,400	2,640	3,091	2,772	2,411	2,232	2,514
Grain Car Order Fulfillment Metrics (Count)	Running Total Number of Orders Placed TOTAL	50	0	17	39	10	10	19	21	16
Grain Car Order Fulfillment Metrics (Count)	Running Total of Orders Filled TOTAL	50	0	17	21	10	10	19	21	16
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (1-10 Days Past Due) TOTAL	0	0	0	18	0	0	0	0	0
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (11+ Days Past Due) TOTAL	0	0	0	0	0	0	0	0	0
Average Grain Shuttle Turns per Month By Region	Average Turns	No value reported.								
Average Grain Shuttle Turns per Month By Region	Planned Turns	No value reported.								
Weekly Carloads By 22 Commodity Categories	Grain Mill Products Total	2,289	2,112	2,349	2,320	2,089	2,482	2,534	2,288	2,028
Weekly Carloads By 22 Commodity Categories	Grain Total	3,468	3,054	3,092	3,550	3,389	3,344	2,759	3,593	3,214



Other than L600-TRANSPORTATION (TRAIN AND ENGINE)							
Total Employees							
	12/31/2022	12/31/2023	5/31/2024	6/30/2024	7/30/2024	7/30/2024	
L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	1683	1847	1750	1732	1743		
L200-PROFESSIONAL AND ADMINISTRATIVE	1821	2021	1819	1825	1828		
L300-MAINTENANCE OF WAY AND STRUCTURES	4448	4564	4637	4588	4574		
L400-MAINTENANCE OF EQUIPMENT AND STORES	2459	2801	2894	2870	2852		
L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	774	850	796	804	801		

L600-TRANSPORTATION (TRAIN AND ENGINE)								
	1/1/2023	4/1/2023	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024	8/1/2024
Count of Employees Added	159	263	326	247	95	138	93	
Count of Employees Furloughed	8	0	0	0	0	5	0	
Count of Employees In Active Service	7539	7655	7770	7971	8052	8217	8173	
Count of Employees On Extra Board	2075	2130	2165	2321	2232	2019	2168	
Count of Employees Separated	224	270	234	203	164	186	155	
Count of Employees Separated by Voluntary Resignation	66	94	68	68	43	35	29	
Count of Trainees Completing Training	120	121	142	135	97	61	51	
Count of Trainees Currently In Training	742	920	1027	872	587	469	270	
Count of Trainees Dropping Out of Training	121	136	132	106	72	96	51	
Count of Trainees Entering Training	130	222	254	193	50	133	34	
Total Employees	8414	8625	8736	8824	8862	8794	8545	8459

Data not yet available.



Locomotives

- Ownership = 3,302 (2,155 Road)
- Leased In = 0
- In Service = 2,501 (1,657 Road)
- In Storage = 540 (352 Road)

Grain Cars

- Total # grain cars: 3,603
- # in active service, 2,879
- # in storage 634
- # in unit service = 2,460
- # in manifest service: 419

Grain car backlog: none

Number of shuttle or unit grain trains anticipated to operate during harvest peak:

- Shuttle trains or Unit Grain Trains currently running = 82 loadings per month
- Shuttle trains or UGT anticipated to operate during harvest peak = 110 loadings per month

Expected capital expenditures: ~\$2.3b in 2024 (even with 2023 CapEx)



Measure	Variable	1/11/2023	4/12/2023	7/12/2023	10/11/2023	1/10/2024	4/10/2024	6/12/2024	7/10/2024	8/7/2024
Average Train Speed (MPH)	Grain unit	23.3	22.9	23.0	22.6	25.2	22.7	23.1	21.9	22.5
Average Train Speed (MPH)	System	25.5	24.1	23.9	24.0	26.3	23.7	22.7	23.1	23.0
Average Terminal Dwell Time (Excluding Cars on Run Through Trains) (Hours)	System	23.5	24.2	24.4	23.3	21.3	23.2	22.7	22.4	23.1
Average Dwell Time at Origin for Unit Train Shipments (Hours)	Grain unit	26.9	18.4	15.6	16.5	12.8	17.1	14.9	20.3	15.9
Weekly Average Number of Trains Holding Per Day by Train Type and Cause	Grain unit Total	30.0	13.0	6.0	5.0	6.0	5.0	10.0	5.0	8.0
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Loaded	277.0	122.0	105.0	110.0	140.0	117.0	143.0	95.0	85.0
Weekly Average Number of Loaded and Empty Cars in Revenue Service That Have Not Moved 48 Hours Or Greater	Grain Empty	235.0	94.0	70.0	67.0	65.0	113.0	105.0	69.0	107.0
Weekly total grain cars loaded and billed, reported by State and Type of Car Ordering System	All Ordering Systems Total	6,001	7,264	4,951	8,260	7,349	7,313	5,982	5,785	6,126
Grain Car Order Fulfillment Metrics (Count)	Running Total Number of Orders Placed Total	2,162	2,746	784	1,280	545	1,973	1,130	1,512	2,373
Grain Car Order Fulfillment Metrics (Count)	Running Total of Orders Filled Total	1,369	1,216	784	1,294	837	1,175	1,070	1,052	802
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (1-10 Days Past Due) Total	861	589	31	120	147	305	111	109	377
Grain Car Order Fulfillment Metrics (Count)	Unfilled Orders (11+ Days Past Due) Total	1,055	309	13	17	50	161	246	112	65
Average Grain Shuttle Turns per Month By Region	Average Turns System	2.0	2.6	2.8	2.8	3.0	3.0	2.7	2.7	2.6
Average Grain Shuttle Turns per Month By Region	Planned Turns System	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Weekly Carloads By 22 Commodity Categories	Grain Mill Products Total	2,908	3,750	3,529	3,350	4,007	3,607	4,268	4,045	4,022
Weekly Carloads By 22 Commodity Categories	Grain Total	6,129	7,220	4,619	8,486	6,532	7,633	5,241	5,432	5,624

Other than L600-TRANSPORTATION (TRAIN AND ENGINE)							
Total Employees							
	12/31/2022	12/31/2023	5/31/2024	6/30/2024	7/30/2024		
L100-EXECUTIVES, OFFICIALS, AND STAFF ASSISTANTS	3162	3031	2911	2939	2933		
L200-PROFESSIONAL AND ADMINISTRATIVE	1941	1823	1811	1790	1791		
L300-MAINTENANCE OF WAY AND STRUCTURES	8108	7566	7841	7750	7722		
L400-MAINTENANCE OF EQUIPMENT AND STORES	5002	4577	4423	4180	4036		
L500-TRANSPORTATION (OTHER THAN TRAIN AND ENGINE)	854	795	781	798	793		

L600-TRANSPORTATION (TRAIN AND ENGINE)								
	1/1/2023	4/1/2023	7/1/2023	10/1/2023	1/1/2024	4/1/2024	7/1/2024	8/1/2024
Count of Employees Added	112	534	234	255	362	227	230	
Count of Employees Furloughed	0	0	0	0	0	0	0	
Count of Employees In Active Service	12847	12915	13271	13675	13583	13764	13843	
Count of Employees On Extra Board	4029	3880	4707	5101	5074	5836	6105	
Count of Employees Separated	137	134	160	140	92	110	164	
Count of Employees Separated by Voluntary Resignation	45	50	43	43	20	39	57	
Count of Trainees Completing Training	138	120	329	139	59	193	143	
Count of Trainees Currently In Training	372	986	843	235	591	440	440	
Count of Trainees Dropping Out of Training	50	73	100	16	38	42	65	
Count of Trainees Entering Training	87	361	152	129	270	96	126	
Total Employees	14033	14377	15037	14621	14938	14954	15183	15017





1. Total # locomotives, # available or in service, # in storage.

UP has approximately 3,800 operable high-horsepower locomotives, consistent with our forecasted demand for the second half of 2024, and around 1,500 high-horsepower locomotives in storage.

2. Total # grain cars, # in active service, # in storage, # in unit service, # in manifest service.

In Q4 Union Pacific will have over 17,500 covered hoppers in our fleet. Union Pacific expects all covered hoppers to be in active service during harvest, with no cars in storage. Around 60% of the fleet is in unit train service and around 40% in manifest service.

3. Grain car backlog, if any.

There is essentially no backlog of unfilled grain car orders.

4. Number of shuttle or unit grain trains anticipated to operate during harvest peak.

Union Pacific expects to operate around 85 shuttles and other unit trains during harvest peak.

5. Expected capital expenditures.

We have a consistent history of investing, spending over \$3 billion annually, with \$3.7 billion spent in 2023 alone.



1. Equipment Resources:

Locomotives:

Total Number of Locomotives 160

Available/ In service 148

In Storage 12

Number Grain Cars- Fleet: 0

Number in Active service 3,853

Number in storage 22

Number in unit service 0

Number in manifest 3,831

2. Labor Resources Train & Engine Service: 0

Total Number of T&E in service 287

Number of hirings 20

Number of furloughed and available for recall 0

Number in training 14

The retention rate of employees fully trained and placed in service 89%

Number of crews available for grain regions(s) to support harvest demand surge
115

3. Train Assemblies: 0

Number of shuttle trains or unit grain trains currently running - Class I's Supply

Number of shuttle trains or unit grain trains anticipated to operate during harvest
peak - Class I's Supply

4. Car and Train Velocity

5. Car Trip Plan Compliance Measure

6. Expected CAPEX GWRR w/ grants \$141M



1. Equipment resources:

- # Locomotives
 - Total - 41
 - available/in service - 34
 - in storage - 7
- # Grain cars – fleet total
 - # in active service - 560
 - # in storage - 0
 - # in unit service - 0
 - # in manifest service – 560

2. Labor resources – Train and Engine Service:

- # Total T&E service - 105
- # Hirings - 8
- # Furloughed and available for recall - 0
- # In training – 8 (new hires)
- The retention rate of employees fully trained and placed in service. –
- # Crews available in grain region(s) to support harvest demand surge. – 80

3. Train assemblies:

- # Shuttle trains or Unit Grain Trains currently running. IAIS serves 2 shuttle loaders.
- # Shuttle trains or UGT anticipated to operate during harvest peak.

4. Car and train velocity

Typically, 2 days transit time from Council Bluffs, IA to Chicago or Peoria, IL

5. Car trip plan compliance measure

Dwell Reports

6. Expected capital expenditures

2024 Capital plan includes installation of 35,000+ ties, and completion of multiple bridge projects across the system.



1. Equipment resources:
 - # Locomotives
 - Total – 26 locomotives and 8 locomotive slug units.
 - available/in service - All units are in service.
 - in storage – Zero units are in storage.
 - # Grain cars – fleet total is 369
 - # in active service is 355
 - # in storage, We don't have any hoppers in storage
 - # in unit service, We don't have any dedicated unit train equipment, our entire fleet is utilized to run manifest and unit trains as necessary.
 - # in manifest service. We don't have dedicated equipment; our entire fleet is utilized to run manifest and unit trains as necessary.
2. Labor resources – Train and Engine Service:
 - # Total T&E service – We have 30 total T&E employees
 - # Hirings – Three new hires are in training now. No other plans to hire at this time.
 - # Furloughed and available for recall – Zero furloughed employees
 - # In training – We have 3 T&E employees in training
 - The retention rate of employees fully trained and placed in service. – Our T&E retention rate has been trending at 78%
 - # Crews available in grain region(s) to support harvest demand surge. – Our entire team remains committed and ready for harvest demand surge.
3. Train assemblies:
 - # Shuttle trains or Unit Grain Trains currently running. – Not applicable
 - # Shuttle trains or UGT anticipated to operate during harvest peak. - Not applicable
4. Car and train velocity – Cycle time on equipment remains strong and is only limited by the processors ability to unload upon arrival.
5. Car trip plan compliance measure – We don't monitor car trip plan compliance, as our daily distribution of equipment changes during harvest season depending on elevator capacity and the overall capability of customers to load and unload.
6. Expected capital expenditures – Capital expenditure for the year is \$10 million. This will conclude our continuous welded rail program and all IANR main line track will be complete and put into service.



1. Equipment resources:
 - # Locomotives
 - o Total = 25
 - o available/in service = 18
 - o in storage = 7
 - # Grain cars – fleet total – N/A NCRC customers order equipment through Class I carriers and/or supply their own private cars.
2. Labor resources – Train and Engine Service:
 - # Total T&E service = 22
 - # Hirings – none planned at this time
 - # Furloughed and available for recall = 0
 - # In training = 2
 - The retention rate of employees fully trained and placed in service. = 85%
 - # Crews available in grain region(s) to support harvest demand surge. = 24, 100%
3. Train assemblies:
 - # Shuttle trains or Unit Grain Trains currently running.
4-6 trains per month
 - # Shuttle trains or UGT anticipated to operate during harvest peak.
10-15 trains per month.
4. Car and train velocity = 24 hours interchange turnaround.
5. Car trip plan compliance measure = 24 hours interchange receipt to interchange delivery.
6. Expected capital expenditures = \$7.8m



1. Equipment resources:

Locomotives: Same locomotive fleet size as in recent years, adequate to handle expected business levels. Generally, no locomotives in storage, all are actively available.

Grain cars: Current grain fleet is approximately 450 cars, all active in manifest train service, plus ~ 50 cars used only in local service. All unit trains handled (both cars and locomotives) are provided to us by our Class 1 partners.

2. Labor resources – Train and Engine Service:

Our T&E employee count is consistent with recent past years, including last year, and is expected to be adequate to meet our customers' needs during the upcoming harvest. No employees are or have been furloughed. Retention has not been a significant issue. All T&E employees are available to support a harvest demand surge.

3. Train assemblies:

As noted above, all unit grain trains handled (both cars and locomotives) are provided to us by our Class 1 partners.

4. Car and train velocity:

Velocity has remained consistent and is largely dependent on loading and unloading time at origin and destination.

5. Car trip plan compliance measure:

Manifest shipments move in regularly scheduled service. We have a good track record of moving empty and loaded unit grain trains in a timely manner and our customers generally do well in loading unit trains promptly and within expected timeframes.

6. Expected capital expenditures:

Our capital expenditures are and will be consistent with recent years and are focused on tie and ballast replacement, surfacing and rail joint elimination.



Equipment resources:

- # Locomotives
 - o 561 total
 - o 540 available/in service
 - o 21 in surge fleet, stored and ready for deployment.
- # Grain cars – fleet total
 - o 1850 active
 - o 0 in storage
 - o 0 in unit train service (utilize class 1 equipment)
 - o all in manifest service

Labor resources – Train and Engine Service:

- o 677 Total T&E service
- o 22 open positions
- o 0 Furloughed
- o 40 In training
- o 78% retention rate of employees fully trained and placed in service.

Expected capital expenditures.

- o \$59.5m in total Capital
 - ☐ \$49.6m in maintenance
 - ☐ \$9.6M in growth and acquisitions