

October 22, 2014

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Via E-Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20024

Re: STB Ex Parte No. 724 (Sub-No. 3), United States Rail Service Issues—Data Collection

Dear Ms. Brown:

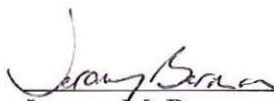
In response to the Board's October 8, 2014 order in the above-captioned docket, Union Pacific Railroad Company voluntarily submits the attached spreadsheet and is separately providing the Board with an electronic copy of the data in Excel format.

Union Pacific is reporting data for the week beginning on Saturday, October 11 and ending on Friday, October 17 to be consistent with the data that it submits to the AAR as part of its current weekly reporting and to avoid reporting inconsistent service data. For these same reasons, Union Pacific is submitting to the Board the same data that it submits to the AAR where possible. Use of AAR reporting data is indicated on the attached spreadsheet. An explanation of Union Pacific's methodology for deriving the data is also included on the spreadsheet.

In addition to the attached spreadsheet and Excel file, Union Pacific is electronically filing a letter to express its concerns about the procedure leading up to the Board's order. That letter also explains that Union Pacific is unable to fully comply with data requests 4, 8, 9 and 10.

Please feel free to contact me if you have any questions.

Respectfully,



Jeremy M. Berman
Assistant General Attorney

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: Union Pacific	Year: 2014	Reporting Week:	Date Week Began:	10/11/2014
			Date Week Ended:	10/17/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.7
Grain unit	21.2
Coal unit	23.5
Automotive unit	24.0
Crude oil unit	20.6
Ethanol unit	20.7
Manifest	20.7
All Other	18.1

Methodology: AAR train speed measure. Calculated by dividing train-miles by total hours from origin to destination, less intermediate terminal time. Excludes the following train categories: yard, local, passenger, foreign, and maintenance of way.

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	29.2

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
1 Chicago (Proviso), IL	37.0
2 Fort Worth, TX	32.9
3 Houston (Englewood), TX	34.8
4 Livonia, LA	29.1
5 North Little Rock, AR	32.2
6 North Platte East, NE	32.1
7 North Platte West, NE	38.6
8 Pine Bluff, AR	30.5
9 Roseville, CA	30.2
10 West Colton, CA	32.1

Methodology: AAR terminal dwell measure. Average hours a car resides at the specified terminal location. Begins with train arrival, customer release, or interchange receipt. Ends with train departure, customer placement (actual or constructive), interchange offering or delivery. Excludes cars that move through a terminal on run-through trains. Also excludes stored cars, bad ordered cars, and maintenance of way cars.

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Railroad: Union Pacific	Year: 2014	Reporting Week:	Date Week Began: 10/11/2014	
			Date Week Ended: 10/17/2014	
3. Total Cars On Line by Car Type for the Reporting Week				
Box	21,803			
Covered hopper	103,737			
Gondola	12,103			
Intermodal	13,773			
Multilevel (automotive)	12,626			
Open hopper	46,101			
Tank	67,665			
Other	14,177			
Total	291,985			

Methodology: AAR cars on line measure. Calculated by AAR using Railinc data. Average daily inventory of all freight cars in revenue fleet regardless of location or status. Includes cars located on shortline railroads, cars delivered to customer facilities and stored cars. Excludes maintenance of way cars. Articulated cars are counted as a single unit.

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	26.2
Coal	3.5
Automotive	Under Development
Crude Oil	11.4
Ethanol	21.3
All Other Unit Trains	13.2

Methodology: Measured at origin, from customer release to train departure. Release time is based on the last cut of five or more cars. Includes trains transporting both loaded and empty freight cars. Excludes trains received in interchange from another railroad and intermodal trains. Union Pacific is implementing a process to report origin dwell time for automotive trains, but we are unable to provide reliable information at this time.

5. Weekly Total Number of Trains Held Short of Destination or Scheduled Interchange for Longer than 6 Hours by Train Type and Cause								
Train Type	Cause					Number	Briefly Explain Cause	Total
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other			
Intermodal	1	1	0	0	9	Customer, Foreign Road, Incidents/Weather, Other	11	
Grain unit	6	5	1	2	27		41	
Coal unit	5	8	1	0	51		65	
Automotive unit	2	2	1	0	6		11	
Crude oil unit	0	0	1	0	3		4	
Ethanol unit	0	0	0	0	4		4	
Other unit	2	7	1	0	10		20	
All other trains	8	30	6	0	54		98	
Total	24	53	11	2	164		254	

Methodology: Cumulative weekly number, based on daily snapshots of active trains held for more than six consecutive hours. No train is counted more than once each week. Excludes yard and local trains.

6. Weekly Total Number of Loaded and Empty Cars in Revenue Service That Have Not Moved In:				
	Greater Than 120 Hours		Greater Than 48 but Less than or Equal to 120 Hours	
	Loaded	Empty	Loaded	Empty
Intermodal	91	10	516	16
Grain	63	187	768	425
Coal	71	67	749	183
Crude Oil	10	144	263	300
Ethanol	8	67	306	469
Automotive	36	200	860	626
All Other	2,195	2,198	11,406	10,017

Methodology: Cumulative weekly number, based on daily snapshots of freight cars in revenue service that have not moved for 48+ hours. Begins with pull from customer facility or interchange receipt, and ends with car placement at customer facility or interchange delivery. Excludes cars in hold status (constructively placed, stored, bad order, offered in interchange, etc.). Excludes empty cars not billed to a specific consignee, non-revenue car movements, and cars billed to Union Pacific Railroad. Excludes cars with no events reported during the past 28 days. Articulated cars are counted as a single unit. No car is counted more than once each week per car cycle.

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Railroad: Union Pacific	Year: 2014	Reporting Week:	Date Week Began:	10/11/2014
			Date Week Ended:	10/17/2014

7. Weekly total grain cars loaded and billed, reported by State, aggregated for the following Standard Transportation Commodity Codes (STCCs): 01131 (barley), 01132 (corn), 01133 (oats), 01135 (rye), 01136 (sorghum grains), 01137 (wheat), 01139 (grain, not elsewhere classified), 01144 (soybeans), 01341 (beans, dry), 01342 (peas, dry), and 01343 (cowpeas, lentils, or lupines). "Total grain cars loaded and billed" includes cars in shuttle service; dedicated train service; reservation, lottery, open and other ordering systems; and, private cars. Additionally, please separately report the total cars loaded and billed in shuttle service (or dedicated train service) versus total cars loaded and billed in all other ordering systems, including private cars.

Instruction: Please enter "0" if no data is being reported for a field.

State	Total Grain Cars Loaded and Billed For All Ordering Systems	Total Grain Cars Loaded and Billed For Shuttle / Dedicated Train Service Ordering Systems	Total Grain Cars Loaded and Billed For Ordering Systems Other Than Shuttle / Dedicated Train Service
AZ	124	0	124
AR	1	0	1
CA	49	0	49
CO	133	0	133
ID	1,665	1,242	423
IL	310	150	160
IA	276	219	57
KS	819	506	313
LA	0	0	0
MN	260	0	260
MO	264	205	59
MT	25	0	25
NE	3,312	2,668	644
NV	8	0	8
NM	0	0	0
OK	15	0	15
OR	14	0	14
TN	0	0	0
TX	15	0	15
UT	5	0	5
WA	10	0	10
WI	82	0	82
WY	0	0	0
Total	7,387	4,990	2,397

Methodology: Number of grain cars loaded and billed each week by state and type of train service. A carload is counted when the loaded car is released by UP's customer or received in interchange from another railroad. State is based on UP origin. Shuttle / dedicated train service includes cars moving on grain shuttle trains. Other than shuttle / dedicated train service includes all other cars moving on unit grain trains or manifest service.

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Railroad: Union Pacific	Year: 2014	Reporting Week:	Date Week Began:	10/11/2014
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8. For the aggregated STCCs in item 7, report by State the following: a. running total number of outstanding car orders (a car order equals one car); b. average number of days late for all outstanding car orders; c. total number of new car orders received during the past week; d. total number of car orders filled during the past week; and e. number of orders cancelled, respectively, by shipper and railroad during the past week.

State	a. Running Total Number of Outstanding Car Orders	b. Average Number of Days Late For All Outstanding Grain Car Orders	c. Number of New Car Orders	d. Number of Car Orders Filled	e.1. Number of Orders Canceled By Shipper	e.2. Number of Orders Canceled By Railroad	
AZ	59	Under Development	73	89	0	0	
AR	20		0	5	0	0	
CA	93		58	6	0	0	
CO	68		0	19	0	0	
ID	199		96	49	0	0	
IL	382		0	144	0	0	
IA	0		0	6	0	0	
KS	1,007		40	90	0	0	
LA	0		0	0	0	0	
MN	193		0	133	0	0	
MO	135		0	8	0	0	
MT	28		0	2	0	0	
NE	4,036		50	339	0	0	
NV	0		0	0	0	0	
NM	0		0	0	0	0	
OK	257		110	15	0	0	
OR	4		0	5	0	0	
TN	0		0	0	0	0	
TX	57		20	22	0	0	
UT	5		0	2	0	0	
WA	7		0	0	0	0	
WI	389		25	19	0	0	
WY	45		0	5	0	0	
TOTAL	6,984			472	958	0	0

Methodology: Per the tariff, Union Pacific accepts grain orders for half-month periods. Outstanding orders includes unfilled guaranteed orders from prior half-month periods plus all unfilled guaranteed orders for the current half. Average number of days late for outstanding orders: Union Pacific is implementing a process to report this data going forward, but we are unable to provide reliable information at this time. New car orders are requests received during the reporting period for the next half-month period and beyond. Car orders filled are the number of cars delivered to customers for loading during the reporting period. For offline customers, orders are filled when cars are delivered or offered in interchange to the connecting carrier.

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9. Plan vs. Performance For Grain Shuttle (Or Dedicated Grain Train) Round Trips, By Region, Updated To Reflect The Previous Four Weeks	
Region (Please Specify Destination Region)	Trip Performance Previous Four Weeks
AR/TX	4.2
CA/AZ	2.8
Gulf	2.5
Mexico	2.0
PNW	3.5
Other Domestic	4.8

Methodology: Average trips per shuttle set per month = 720 hours per month / (Average loaded cycle hours + Average empty cycle hours). A loaded cycle is measured from loaded release to empty release. An empty cycle is measured from empty release to loaded release. The average cycle times are calculated for all cycles that closed during the 4-week reporting period. Union Pacific currently has two shuttle sets dedicated to a routine inspection and preventative maintenance program. That shop time is included in our measure.

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region	
Region	Loadings Average Current Week
Powder River Basin	26.4
Illinois Basin	0.7
Uinta Basin	7.0

Methodology: Average daily count of loaded coal trains released by the mines.