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October 22, 2014

Ms. Cynthia Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

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

Dear Ms. Brown:

Enclosed for electronic filing in the above captioned proceeding is the Weekly Report of BNSF in response to the Board's Order of October 8, 2014. Thank you for your attention to this matter.

Sincerely,

Jill K. Mulligan

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB EX PARTE NO. 724 (Sub-No. 3)

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

WEEKLY REPORT OF BNSF RAILWAY COMPANY

BNSF Railway Company ("BNSF") provides the following initial report in response to the Board's Order of October 8, 2014 in the above referenced sub-docket. The Board's Order contained requests for reporting that can be grouped into three separate categories: (i) weekly railroad-specific reporting on performance metrics for that railroad's network; (ii) a weekly overview of the operating conditions in the Chicago gateway including specific metrics regarding Chicago terminal inventories and trains held for delivery to Chicago; and (iii) a report summarizing the current Chicago Transit Coordination Office (CTCO) service contingency protocols, including Alert Levels, with notice of future changes. Covered parties are required to submit their first weekly report of data responsive to the Board's requests, which are described as temporary, on October 22, 2014.

Included with this pleading is an electronic spreadsheet containing BNSF's initial weekly submission of data responsive to the first category of data requests in the Order, which cover BNSF-specific network performance measures. A hardcopy of the spreadsheet is also included herein as Attachment A. Information responsive to the second and third categories of requests is being submitted on behalf of BNSF and the other Class I railroads through the AAR in a separate filing that will also be updated according to the schedule contained in the Board's Order.

I. Summary of Carrier-Specific Performance Measures in the October 8 Order

The STB's October 8 Order contained a number of requests for data from individual carriers regarding performance across their individual networks, at customer facilities and interchanges, and in terminals. The Board's stated purpose in gathering this data is to promote industry-wide transparency, accountability, and real-time understanding of regional and national service issues. The first category of data requests in the Board's Order, the focus of this pleading, covered the following specific areas relating to performance across BNSF's network:

- **Request No. 1—Train Speed:** Weekly system-average train speed by train type (intermodal, grain unit, coal unit, automotive unit, crude oil unit, ethanol unit, manifest, all other).

- **Request No. 2—Terminal Dwell:** Weekly average terminal dwell time in hours, excluding cars on run-through trains (i.e. cars that arrive at, and depart from, a terminal on the same through train) for the system and ten largest terminals by railcar capacity.

- **Request No. 3—Cars On Line:** Weekly total cars on line by car type (box, covered hopper, gondola, intermodal, multilevel (automotive), open hopper, tank, other, and total)

- **Request No. 4—Origin Dwell:** Weekly average dwell time at origin for unit trains by type (grain, coal, automotive, crude oil, ethanol, and all other unit trains), where dwell refers to the period from billing and origin release of a unit train until actual movement.

- **Request No. 5—Trains Held for Destination/Interchange:** Weekly total trains held short of destination or scheduled interchange for longer than six hours sorted by train type (intermodal, grain unit, coal unit, automotive unit, crude oil unit, ethanol unit, other unit, and all other) and by cause (crew, locomotive power, track maintenance, mechanical issue, or other (with explanation)).

- **Request No. 6—Cars Held 48-Plus/120-Plus Hours:** Weekly total number of loaded and of empty cars in revenue service that have not moved in (a) more than 120 hours; and (b) more than 48 hours but less than or equal to 120 hours, by type (intermodal, grain, coal, crude oil, automotive, ethanol, and all other). For purposes of this item, "moved" refers to making a train movement (departure) or a spot or pull from a customer location.

- **Request No. 7—Grain Cars by State:** Weekly total number of 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) (hereinafter collectively referred to as "STB Grain Commodities"), where "total grain cars loaded and billed" includes cars in shuttle service; dedicated train service; reservation, lottery, open and other ordering systems; and, private cars. Reporting of STB Grain Commodities in shuttle service (or dedicated train service) versus total cars loaded and billed in all other ordering systems, including private cars, is also required.

- **Request No. 8—Past Dues:** For the STB Grain Commodities, total by State of: (a) running total number (week over week) of outstanding car orders (a car order equals one car); (b) average number of days late for all outstanding grain 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 for same period.

- **Request No. 9—Shuttle Performance v. Plan:** Plan versus performance for grain shuttle (or dedicated grain train) round trips, by region, updated to reflect the previous four weeks.

- **Request No. 10—Coal Performance v. Plan:** Average daily coal unit train loadings versus plan for the week by coal production region.

The electronic spreadsheet included with this pleading (and reproduced as Attachment A) contains data responsive to each of the ten requests listed above for the period from the morning of October 12, 2014 through the evening of October 18, 2014.

II. Overview of Initial Response to BNSF-Specific Network Data Requests

BNSF can appreciate the Board's interest in providing transparency to members of the shipping community and public who rely on the national rail network and have been impacted by the current service difficulties. As the Board knows, BNSF has undertaken an extensive campaign to provide meaningful, real-time information to our stakeholders around our service challenges, our short-term and long-term plans to increase network velocity, and our progress against those plans. Since service issues began to emerge in the fall of 2013, BNSF has been

engaged in regular communication with our customers, through targeted discussions as well as broader customer communications, service advisories, podcasts, and other regularly updated reports we make available through our customer tools and through our service website at http://www.bnsf.com/customers/service-page/index.html. BNSF will continue our own frequent communications with our customers to ensure that they have up-to-date information about our velocity initiatives and service on our network, and to ensure that we receive their feedback. We have also provided a significant amount of information to the Board through hearing testimony, formal filings regarding agricultural movements, informal biweekly reports covering certain service metrics and progress against our hiring and investment goals for 2014, and weekly calls with Board staff to provide additional insights into challenges and improvements on our network.

With regards to the Board's October 8 Order, in a few instances, the reporting categories covered by the Order are similar to data that we have provided in one or more of the communication channels described above. However, there are a number of requests in the Board's Order that cover metrics that are not regularly reported by BNSF. In order to comply with the October 22 deadline, BNSF has reviewed existing data sources with the goal of providing a meaningful response to each of the Board's inquiries. While we have been able to compile data responsive to each of the STB's ten requests in the short period allowed for preparing this initial submission, we will continue to review available data sets and may refine definitions as we gain more familiarity with the data sources relied on for this report or explore alternative ways of capturing responsive information. In our discussion of the individual requests below, we note several instances where we have identified current data limitations preventing further refinements to reporting, which limit the conclusions that can be drawn from the information provided. For these reasons, this initial and subsequent reports should be relied

on only as a tool for distilling BNSF network trends over time as opposed to drawing conclusions based on absolute values.

Additionally, there are several instances where the STB's requests were ambiguous or did not provide explicit instructions, leaving it to the individual carriers to set parameters for extracting meaningful data sets. In responding to the requests, BNSF has opted, where possible, to maintain consistency with any external reporting we may already do, and if not, maintain consistency with how we measure performance for internal purposes and how we discuss performance with our individual customers. This is the approach that BNSF adopted in prior past due and trips-per-month reporting on agricultural shipments in Sub-Docket No. 2 in this proceeding.

Because responses contained herein have been built around available BNSF data, and because we have attempted to maintain consistency between the metrics reported to the STB and the metrics that we use internally and in our customer conversations, we fully expect that there will be differences between the data herein reported by BNSF and the data reported by other railroads. Given that, it may not be appropriate or possible to draw conclusions across the various railroads based on these data submissions. We also note that any process of synergizing data collection and presentation across the various roads would be extremely difficult and time consuming for the individual railroads, including our service design and operations teams who have critical roles in our short-term and long-term service recovery plans. BNSF respectfully submits that any requirement for standardization of reporting across railroads for a broad range of metrics and data sources be balanced against the potential to distract from the extensive efforts undertaken to improve velocity across the rail network and to meet our respective customers' service expectations.

In addition to the general comments offered above, BNSF provides the following comments regarding the data and methodologies used to respond to the STB's individual requests:

Request Nos. 1, 2 and 3: Each of these requests covers areas—train speed, terminal dwell and cars on line—where reporting is already provided by the Class I railroads through the AAR's public Weekly Performance Reports. These reports are available on the AAR website at http://www.railroadpm.org/, along with an overview of the definitions to be applied in gathering the weekly data. We have not restated those definitions here but have instead noted any differences between the AAR Weekly Performance Report and the data submitted herein in response to the October Order.

For Request 1, BNSF has populated the STB spreadsheet with the same BNSF system average train speed (in MPH) data that is currently reported weekly by the AAR, with the addition of three subcategories that are not currently presented in the AAR weekly train speed report—Crude unit; Ethanol unit; and All Other. The "All Other" measurement submitted for Request 1 is the MPH for BNSF trains not covered by the seven train type subcategories called out for individual reporting in the request.

For Request 2, BNSF has populated the STB spreadsheet with the weekly terminal dwell data that is currently reported in the BNSF Weekly Performance Report published by the AAR. Please note that the AAR report covers eleven terminals while the STB has only asked for the ten largest terminals in terms of railcar capacity. Accordingly, BNSF has excluded Houston from the STB spreadsheet as the smallest capacity terminal in the AAR report.

For Request No. 3, BNSF has populated the STB spreadsheet with the same cars-on-line data that is currently provided through the AAR Weekly Performance Report without modification.

Request No. 4. BNSF has populated the STB spreadsheet with data extracted from existing internal reports identifying the time between release of a unit train by a customer at origin and the departure of the train from the facility, which is consistent with the Board's definition of dwell time in the Order. The data is sorted by the individual unit train categories identified by the STB; "All Other Unit Trains" includes remaining categories of unit train shipments, including rock, sand, taconite and government unit trains, and excludes intermodal trains.

Request No. 5. BNSF data does not currently allow for isolation of delay incurred "short of destination or scheduled interchange" only. BNSF has populated the STB spreadsheet by pulling data from an existing daily "snapshot" report of all trains on the BNSF system as of a specific point in time and applied a filter to remove trains that have not moved for six or more hours. BNSF cautions against drawing too many conclusions regarding the data that is being provided in response to Request 5. First of all, as explained above, BNSF is currently not able to identify movements that are held "short of destination or scheduled interchange" only. As a result, the report will include trains—both loaded and empty—that hit the report at *any* point on our network. In addition, an entry is made in the STB spreadsheet each time a train hits the daily report as delayed for more than six hours, even if it has already been flagged as a qualifying train on a different day and location during the seven-day reporting period. As a result, a single train can be counted multiple times in the same weekly report. Finally and most importantly, just because a train has been held at a point on the BNSF network for more than six hours does not

mean that the shipment will not be delivered in a timely manner or even within the initial service plan. Indeed, many shipments are held in terminals and other locations on our network as part of the service design for the movement (e.g., deliveries to facilities with prescribed delivery windows) or for the convenience of a shipper or receiver (e.g., spacing to allow unloading of coal trains at a utility).

Consistent with the October 8 Order, BNSF has sorted delays for the identified train types by the cause categories outlined in Request 5 by using existing cause flags that mirror the STB's provided categories. However, it should be noted that BNSF flags are applied manually by dispatchers based on information available to them; while delay on a single train can be the result of several causes, the dispatcher may not be fully aware of all contributing causes and, in any event, manually selects only a single cause code. Because such flagging has only been used for internal, informational purposes only, there is currently no verification process applied to this data. There are also a large number of shipments in a given week that do not have flags and an allocation of unflagged trains into cause categories has been made based on the overall cause trends. With regards to the "Other" category, given the large number of shipments that may fall into this category, we have not attempted to summarize all the various contributing causes, but have instead identified the most frequently occurring cause code for trains captured in the "Other" category.

Request No. 6. This request presents several challenges from a definitional and data perspective. First, BNSF is not certain what traffic the Board's Order intended to cover by using the term "Revenue Service" and also requiring reporting of empty cars which are not typically discussed as being in revenue service. For STB reporting purposes, BNSF has included all loaded and empty cars being used in commercial service with the exclusion of the following

narrow categories of cars: and cars that have been placed in storage, constructively placed or bad ordered; cars being used in railroad service such as ballast and other maintenance of way trains. In addition, we have counted cars by reference to the underlying rail equipment without accounting for how many individual units may be carried on a single piece of rail equipment. For example, an intermodal railcar will count as a single car even though it may carry multiple units (e.g., containers) at various points along the route.

The cautions offered against relying too heavily on the data provided in response to Request 5 also fully apply to Request No. 6. If a car has been held at a point on the BNSF network for more than 48 hours or even 120 hours, it does not necessarily mean that the car will not be delivered in a timely manner or even within the initial service plan. As explained above, many cars are held in terminals and other locations on our network as part of the service design for the movement or for the convenience of a shipper or receiver. For example, it might be part of the service plan and a benefit to the customer to hold individual cars for consolidation into block shipments with a common destination, such as cars consolidated and/or held for marine vessel with a prescribed loading window at a rail-served port.

In addition, a loaded or empty car may be captured in BNSF's data for purposes of responding to Request No. 6, but it may incur a delay for reasons wholly unrelated to service on the BNSF network. For example, BNSF may be holding loaded or empty cars on our network as a result of issues within the receiver's facilities or, as has been the case, a connecting carrier's inability to take the cars in interchange in a timely manner as a result of terminal congestion or other issues on their own line. In both these cases, potentially significant numbers of delays that are not linked to BNSF's own service performance will be captured as BNSF delays in the data reported herein.

Request No. 7. BNSF has populated the STB spreadsheet with total loaded cars for the STB Grain Commodities by state in a manner consistent with the way BNSF reports number of cars loaded in the CS54 data submitted weekly to the AAR for public reporting.

Request No. 8. As the Board is aware, BNSF has reported data responsive to this request in the weekly past due filing submitted in Sub-Docket No. 2 in this proceeding. As noted in our October 17 submission, pursuant to the Board's October 8 Order in this sub-docket, BNSF's separate weekly past due report was being replaced with the weekly reporting contained herein.

We have maintained the same reporting conventions as our prior report. As previously explained, in the BNSF system, a pending car order is classified as past due when the shipment is more than three days past the shipper's want date (hereinafter, the "conversion date"). Because BNSF does not track new orders on a weekly basis, under "New Orders" we report those shipments with a want date within the three days prior to the measurement date (October 19, 2014 in this initial report, as detailed below). Any order with a want date that is more than three days old is considered a "Past Due" and if any shipment converted into a Past Due in the seven-day reporting period, it is included in the "Past Dues" column. The reported "Average Days" reflects the number of days that past-due shipments have been delayed beyond the conversion date. "Orders Filled" and "Cancelled Orders" are measured over the seven day period. As with our prior report, we have excluded past due orders originating in Canada.

We note that, in order to be consistent with the reporting week in the October 8 Order, we have shifted away from the Wednesday-midnight cut off in our past due report. While the Board has asked for data through October 18, 2014, our current programming limitations required that we report with an October 19 cutoff for the purposes of this initial response to Request No. 8, but we will continue to review options for subsequent reports. We also note that we have changed

the formula embedded in the spreadsheet to calculate the "Total" for column (b) so that is provides an average of the days late across all states rather than a cumulative total.

Request No. 9. BNSF has also reported data responsive to this request in the weekly past due filing submitted in Sub-Docket No. 2 of this proceeding. BNSF has discontinued the separate weekly past due report but will continue to provide shuttle trips-per-month (TPM) figures for the overall system and for the five destination regions as reported to our customers in response to Request No. 9. Please note that we continue to provide the TPM plan for the current month (October for this initial report) and then provide the average TPM for the current period and then for each of the three prior weeks, reported separately and have modified the STB's spreadsheet to permit that. We have not averaged the four weeks into a single figure and have not attempted to create TPM plan that takes into account a four-week period falling in 2 months, as we think that our current reporting approach provides more meaningful information and also mirrors the communications that we have had with our customers since before the current service challenges.

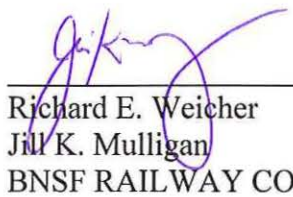
Request No. 10. BNSF has populated the STB spreadsheet with the average daily loadings of coal unit trains for the covered week out of the Powder River Basin (PRB). BNSF has also added an "Other" category to capture actual train loadings in North Dakota and New Mexico, which are not covered by the coal producing regions listed in Request No. 10. BNSF has also provided a target for average daily PRB loadings for the same period that is consistent with our customer conversations and our biweekly reporting to the Board over the course of 2014.

III. Conclusion

Pursuant to the Board's October 8 Order, BNSF will update the enclosed spreadsheet on a weekly basis in lieu of the formal filings and informal biweekly reports that have been submitted in prior weeks. As described above, we will continue to review available data sets and may refine data sets or definitions as we gain more familiarity with the data sources relied on for this report and with alternative ways of capturing responsive information. While we work through the Board's requests in this initial and subsequent reports, we caution against drawing firm conclusions based on the absolute values reported in BNSF's report or across the various railroads that will also be submitting data.

BNSF will also continue to engage frequently and substantively with our customers through direct conversations, and through broader communications and letters, customer forums, meetings and broadcasts to ensure that all our customers understand our evolving service situation and that we hear their perspectives and feedback.

Respectfully submitted,



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October 22, 2014

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EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	10/12/2014
			Date Week Ended:	10/18/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	30.8
Grain unit	19.5
Coal unit	18.5
Automotive unit	23.1
Crude oil unit	19.5
Ethanol unit	20.2
Manifest	18.8
All Other	17.8

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	28.9

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	49.9
Denver, CO	32.9
Fort Worth, TX	24.8
Galesburg, IL	40.6
Kansas City, KS	32.4
Lincoln, NE	31.2
Memphis, TN	16.2
Northtown, MN	41.1
Pasco, WA	41.6
Tulsa, OK	27.9

3. Total Cars On Line by Car Type for the Reporting Week	
Box	12,698.0
Covered hopper	74,725.0
Gondola	9,015.0
Intermodal	16,864.0
Multilevel (automotive)	7,735.0
Open hopper	68,045.0
Tank	58,078.0
Other	10,932.0
Total	258,092.0

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	14.6
Coal	4.4

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Automotive	24.7
Crude Oil	10.5
Ethanol	26.0
All Other Unit Trains	8.8

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	38	1	6		115	Road, Terminal, Other	160
Grain unit	67	1	33	3	179	Road, Terminal, Other	283
Coal unit	148	3	41	3	338	Road, Terminal, Other	533
Automotive unit	24	1	5		61	Road, Terminal, Other	91
Crude oil unit	17		13		143	Road, Terminal, Other	173
Ethanol unit	2		2		19	Road, Terminal, Other	23
Other unit	57	8		2	155	Road, Terminal, Other	222
All other trains	84	78	35	5	498	Road, Terminal, Other	700
Total	437	92	135	13	1,508		2,185

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	247	298	1,122	2,412
Grain	747	1,017	2,963	2,622
Coal	161	715	900	2,099
Crude Oil	6	8	273	363
Ethanol	52	133	1,137	1,018
Automotive	192	219	2,158	1,001
All Other	2,291	2,649	19,788	22,231

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	10/12/2014
			Date Week Ended:	10/18/2014

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
AL	0		
AR	5		5
AZ	**0**		
CA	2		2
CO	**47**		**47**
CT	0		
DE	**0**		
FL	0		
GA	0		0
IA	96		96
ID	**12**		**12**
IL	228	112	116
IN	**0**		
KS	269	107	162
KY	**0**		
LA	0		
MA	0		
MD	0		
ME	**0**		
MI	0		
MN	**1,314**	**993**	**321**
MO	445	441	4
MS	**0**		

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MT	306		306
NC	0		
ND	4,146	2,885	1,261
NE	**654**	**333**	**321**
NH	0		
NJ	**0**		
NM	0		
NV	**0**		
NY	0		
OH	0		
OK	223	222	1
OR	**6**		**6**
PA	0		
RI	**0**		
SC	0		
SD	**2,228**	**2,095**	**133**
TN	0		
TX	24		24
UT	0		
VA	**0**		
VT	0		
WA	**152**		**152**
WI	29		29
WV	**0**		
WY	20		20
Total	**10,206**	**7,188**	**3,018**

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EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	10/12/2014
			Date Week Ended:	10/18/2014

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
AL						
AR						
AZ						
CA	11	9		**40**		
CO	**10**	**4**		14		
CT						
DE						
FL						
GA						
IA						
ID						
IL			110	**3**		
IN						
KS	94	11	24	**14**		
KY						
LA						
MA						
MD						
ME						
MI						
MN	**339**	**11**	**47**	77		
MO				**4**		
MS						
MT	930	11	186	**456**		
NC						
ND	3,724	15	470	**1,149**		
NE	**309**	**5**	**123**	170		
NH						
NJ						
NM						
NV						
NY						
OH						
OK				**5**		
OR				1		
PA						
RI						
SC						

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SD	**427**	**12**	**48**	214		
TN						
TX			4	36		
UT						
VA						
VT						
WA	**258**	**10**	**183**	114		
WI	64	8	45	**28**		
WV						
WY				**18**		
TOTAL	**6,166**	**13.2**	**1,240**	**2,343**	**0**	**0**

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	10/12/2014
			Date Week Ended:	10/18/2014

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 Plan	Trip Performance			
	Oct Plan	10/18/2014	10/11/2014	10/4/2014	9/27/2014
System	2.5	2.1	2.4	2.3	2.1
CA	2.3	2.0	2.3	2.3	2.1
Gulf	2.9	4.6	2.6	1.6	2.8
Mexico	1.7	1.1	0.7	1.1	1.1
PNW	2.5	2.0	2.3	2.7	2.0
West TX	3.6	4.2	5.7	4.5	2.3

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region

Region	Loadings Plan	Loadings Average
Powder River Basin	49.0	49.0
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.4