UNION PACIFIC RAILROAD
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179

October 29, 2014

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 weekly data report. As indicated in its last filing, UP's existing data collection and analyses systems were not designed to report all of the requested data in the requested format. UP continues to invest a significant amount of time and effort into compiling the requested data and ensuring the data provided is meaningful and reliable. Despite these efforts, UP is again not reporting a figure for Automotive trains in item 4 and is not reporting a figure for item number 8.b. UP is also not reporting a figure for item number 8.d. because analysis of the process used to calculate this figure raised concerns over its reliability. UP will continue to refine its processes in an effort to further its voluntary compliance with the Board's order.

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

Respectfully,

Jeremy M. Berman

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Railroad: Union Pacific	Year: 2014	Reporting Week:	Date Week Began:	10/18/2014
			Date Week Ended:	10/24/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.8
Grain unit	20.5
Coal unit	23.3
Automotive unit	24.3
Crude oil unit	21.2
Ethanol unit	20.6
Manifest	20.9
All Other	18.3

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	28.7

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
1 Chicago (Proviso), IL	37.6
2 Fort Worth, TX	31.8
3 Houston (Englewood), TX	34.9
4 Livonia, LA	28.5
5 North Little Rock, AR	25.8
6 North Platte East, NE	30.3
7 North Platte West, NE	39.5
8 Pine Bluff, AR	28.2
9 Roseville, CA	32.3
10 West Colton, CA	30.5

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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3. Total Cars On Line by Car Type for the Reporting Week

Box	21,858
Covered hopper	103,775
Gondola	12,057
Intermodal	13,684
Multilevel (automotive)	12,394
Open hopper	47,900
Tank	67,977
Other	14,330
Total	293,975

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	20.9
Coal	3.6
Automotive	Under Development
Crude Oil	9.9
Ethanol	19.7
All Other Unit Trains	14.4

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	4	1	0	0	8	Customer, Foreign Road, Incidents/Weather, Other	13
Grain unit	9	11	3	0	26		49
Coal unit	3	3	9	1	60		76
Automotive unit	1	1	0	0	6		8
Crude oil unit	0	0	0	0	0		0
Ethanol unit	0	0	3	0	4		7
Other unit	6	7	1	1	11		26
All other trains	10	29	10	0	42		91
Total	33	52	26	2	157		270

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	74	13	326	32
Grain	144	218	1,222	887
Coal	130	60	670	199
Crude Oil	7	140	163	380
Ethanol	11	62	226	386
Automotive	40	120	786	740
All Other	1,891	2,252	12,051	10,259

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:	10/18/2014
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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	24	0	24
AR	3	0	3
CA	58	0	58
CO	74	0	74
ID	1,217	688	529
IL	351	225	126
IA	285	213	72
KS	1,308	1,074	234
LA	4	0	4
MN	87	0	87
MO	454	417	37
MT	44	0	44
NE	2,732	1,777	955
NV	4	0	4
NM	0	0	0
OK	15	0	15
OR	7	0	7
TN	0	0	0
TX	30	0	30
UT	4	0	4
WA	3	0	3
WI	253	108	145
WY	5	0	5
Total	**6,962**	**4,502**	**2,460**

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:	10/18/2014
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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	27	Under Development	0	Under Development	0	0
AR	19		15		0	0
CA	91		31		0	0
CO	23		75		0	0
ID	90		197		0	0
IL	354		25		0	0
IA	0		0		0	0
KS	956		244		0	0
LA	0		0		0	0
MN	192		20		0	0
MO	131		17		0	0
MT	21		30		0	0
NE	3,645		944		0	0
NV	0		0		0	0
NM	0		0		0	0
OK	257		135		0	0
OR	1		6		0	0
TN	0		0		0	0
TX	53		40		0	0
UT	5		10		0	0
WA	7		14		0	0
WI	377		467		0	0
WY	40		0		0	0
TOTAL	**6,289**		**2,270**		**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: Union Pacific is implementing a process to report this data going forward, but we are unable to provide reliable informatin at this time.**

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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	4.4
CA/AZ	2.9
Gulf	2.9
Mexico	1.8
PNW	3.0
Other Domestic	4.4

Methodology: Average trips per shuttle set per month = 720 hours per month / (Average loaded cycle hours + Average empty cycle hours). A loade 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 tw 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	28.4
Illinois Basin	0.4
Uinta Basin	7.1

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