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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. 2), United States Rail Service Issues—Grain**

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 June 20, 2014. Thank you for your attention to this matter.

Sincerely,



Jill K. Mulligan

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**STB EX PARTE NO. 724 (Sub-No. 2)**

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**UNITED STATES RAIL SERVICE ISSUES--GRAIN**

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**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

BNSF Railway Company (“BNSF”) provides the following fourth weekly status report in response to the Board’s Order of June 20, 2014 in the above referenced sub-docket. The Board’s Order requests weekly status reports containing the following metrics by state: (a) running total of outstanding grain car orders at the end of the week; (b) total number of new orders for the week; (c) total number of orders filled for the week; (d) number of orders cancelled by shippers for the week; (e) number of orders cancelled by BNSF for the week; and (f) average number of days late for all outstanding grain car orders. The Board’s Order also asks for the number of cars allocated to grain car service each week, including private cars in service.

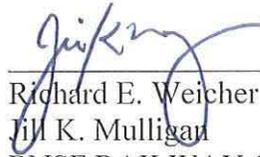
Pursuant to the Board’s order, included herein is the weekly update on the performance measures contained in Attachment A reflecting our efforts to resolve the backlog of grain orders from the prior harvest and Attachment B reflecting BNSF’s progress as measured against the past due glide path provided in last week’s filing. Attachments A and B contain updated metrics for the most recent seven-day period, ending on the morning of July 17, 2014. We note that the manner for calculating private equipment in grain service has been adjusted, as the prior calculations incorporated a year-to-date average. There is complexity to determining the number of private cars in grain service, which has a high degree of day-to-day variability and requires a

manual process of identifying cars as grain shipments after they have been waybilled. The attached report drops the averaging approach of prior reports and identifies the number of private cars waybilled as grain shipments on BNSF as of the morning of July 17, 2014. We believe that provides improved accuracy and future reports will follow that approach.

Included with this week's report is an additional slide that shows the distribution of current past dues by days beyond want date. Attachment C takes the past dues on BNSF's system as of the morning of July 17, 2014 and breaks them out by the number of days they are delayed beyond their desired want date. The significant number of shipments in the 60-day-plus column is largely a result of the extensive rain and subsequent subgrade degradation experienced on branch lines within the Westhope, Rolla and Scobie subdivisions. Outages were further compounded by mudboils present on the mainline resulting from similar wet conditions. These three subdivisions were out of service for the equivalent of two months during the late spring and early summer. As a result of significant engineering initiatives on the branch and mainlines in these areas, we have been able to return the branch lines to service and cars are currently pointed at all locations that were previously inaccessible. BNSF's focus will be on moving the oldest car orders first from these locations. As a result, we would expect to see favorable improvement in the aging on pending past dues moving forward.

We will continue to provide weekly updates of Attachments A, B and C pursuant to the schedule in the Board's June 20, 2014 order and to communicate frequently with our customers to ensure that they understand our service situation and that we hear specific feedback.

Respectfully submitted,



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July 18, 2014

# 2014 Grain Orders Update

Past Due orders are as of 07/17 - All other measures are for preceding week, 07/10-07/16

|                   | Past Dues    |            |             | New Past Dues |           | New Orders |           | Orders Filled |            | Cancelled Orders |          |
|-------------------|--------------|------------|-------------|---------------|-----------|------------|-----------|---------------|------------|------------------|----------|
|                   | Cars         | Stations   | Avg. Days   | Cars          | Stations  | Cars       | Stations  | Cars          | Stations   | Shipper          | BNSF     |
| AR                | 0            | 0          | 0.0         | 0             | 0         | 0          | 0         | 0             | 0          | 0                | 0        |
| CA                | 22           | 1          | 24.4        | 0             | 0         | 0          | 0         | 1             | 1          | 0                | 0        |
| CO                | 3            | 2          | 17.3        | 2             | 1         | 0          | 0         | 9             | 3          | 0                | 0        |
| IA                | 6            | 1          | 13.0        | 0             | 0         | 8          | 1         | 0             | 0          | 0                | 0        |
| ID                | 5            | 1          | 19.6        | 0             | 0         | 0          | 0         | 1             | 1          | 0                | 0        |
| IL                | 0            | 0          | 0.0         | 0             | 0         | 0          | 0         | 0             | 0          | 0                | 0        |
| KS                | 44           | 3          | 11.0        | 27            | 1         | 10         | 1         | 29            | 2          | 0                | 0        |
| MN                | 399          | 15         | 17.6        | 132           | 11        | 180        | 7         | 258           | 11         | 0                | 0        |
| MO                | 1            | 1          | 12.0        | 3             | 1         | 2          | 1         | 6             | 2          | 0                | 0        |
| MT                | 1,219        | 19         | 27.3        | 303           | 12        | 87         | 9         | 529           | 22         | 1                | 0        |
| ND                | 3,908        | 81         | 26.6        | 999           | 39        | 255        | 22        | 1,649         | 45         | 3                | 0        |
| NE                | 163          | 6          | 21.8        | 16            | 2         | 4          | 1         | 143           | 7          | 0                | 0        |
| OK                | 25           | 1          | 8.0         | 25            | 1         | 0          | 0         | 0             | 0          | 0                | 0        |
| OR                | 3            | 1          | 33.0        | 0             | 0         | 0          | 0         | 0             | 0          | 0                | 0        |
| SD                | 444          | 8          | 7.1         | 268           | 3         | 48         | 1         | 221           | 6          | 0                | 0        |
| TX                | 15           | 1          | 7.0         | 15            | 1         | 0          | 0         | 28            | 6          | 0                | 0        |
| WA                | 5            | 1          | 14.0        | 0             | 0         | 1          | 1         | 44            | 8          | 0                | 0        |
| WI                | 43           | 1          | 12.8        | 27            | 1         | 0          | 0         | 0             | 0          | 0                | 0        |
| WY                | 24           | 2          | 8.7         | 20            | 2         | 0          | 0         | 16            | 2          | 0                | 0        |
| <b>BNSF Total</b> | <b>6,329</b> | <b>145</b> | <b>24.2</b> | <b>1,837</b>  | <b>75</b> | <b>595</b> | <b>44</b> | <b>2,934</b>  | <b>116</b> | <b>4</b>         | <b>0</b> |

*Car orders become past due when they are greater than 3 days past the desired want date*

Current BNSF past due of 6,329 is down 10.2% vs 7,047 last week

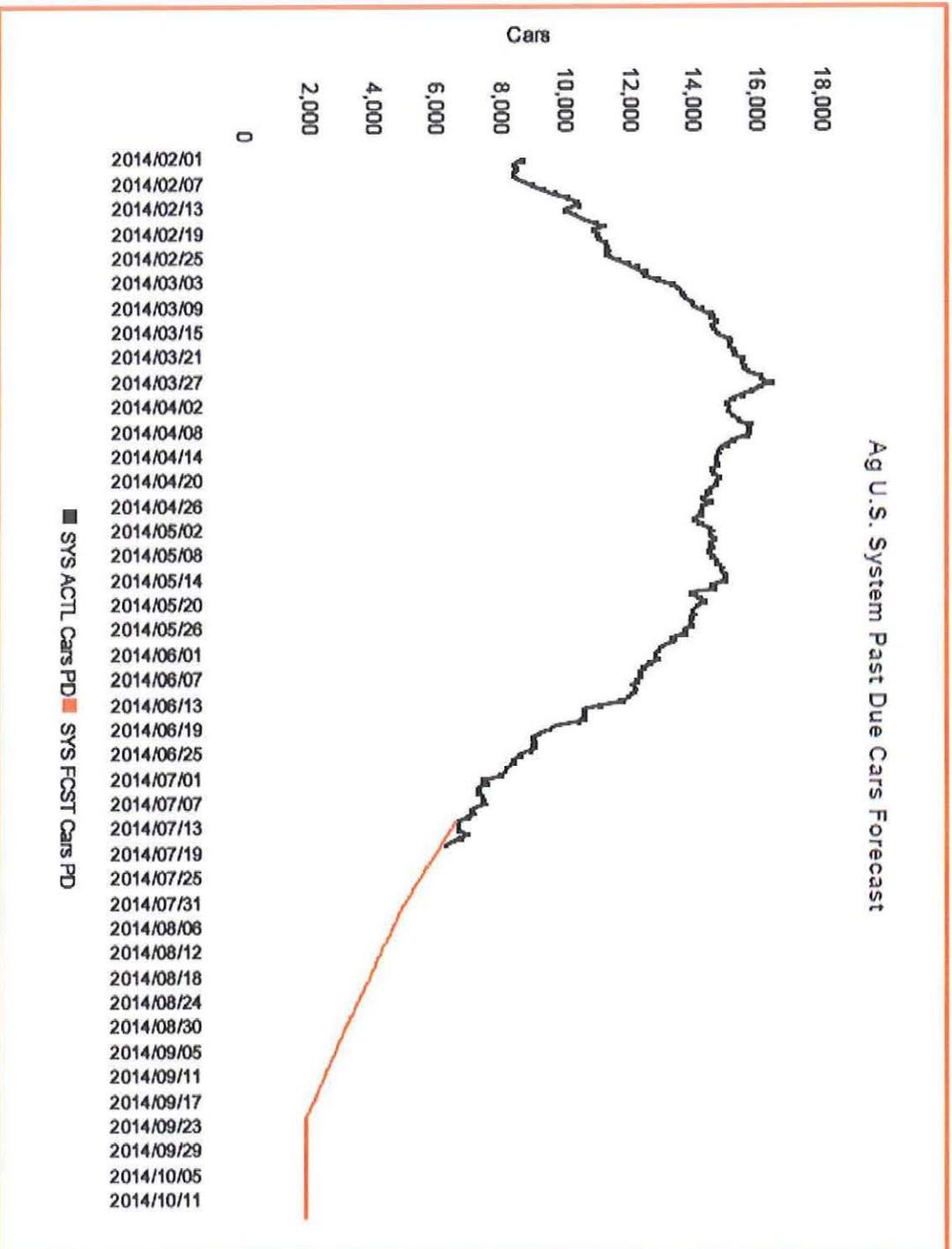
Current BNSF active grain fleet is 25,287 cars, with 51.8% under load (active empty fleet: 12,195 cars)

Current private equipment in grain service is approximately 185 cars



# System PD Forecast

Attachment B



\*Data through 7/16/2014 - Forecast as of 7/10/2014

# Past Due Aging Report

