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November 12, 2014

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

237032

ENTERED
Office of Proceedings
November 12, 2014
Part of
Public Record

**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,

A handwritten signature in blue ink that reads "Jill Mulligan" followed by a stylized flourish.

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 weekly 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 weekly reports of data responsive to the Board’s requests, which are described as temporary.

Included with this pleading is an electronic spreadsheet containing BNSF’s 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.

BNSF will continue to update the enclosed spreadsheet on a weekly basis, and will continue to review available data sets and definitions as we gain more familiarity with the data sources relied on for this report. We repeat our earlier caution against drawing firm conclusions based on the absolute values reported in BNSF's report or across the various railroads that are also 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 provide real-time information around our service challenges, our short-term and long-term plans to increase network velocity, and our progress against those plans, and to ensure we hear their perspectives and feedback.

Respectfully submitted,


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November 12, 2014

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/2/2014
			Date Week Ended:	11/8/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	30.3
Grain unit	19.7
Coal unit	17.7
Automotive unit	22.5
Crude oil unit	19.4
Ethanol unit	21.9
Manifest	18.8
All Other	17.7

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	29.1

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	45.8
Denver, CO	33.3
Fort Worth, TX	25.1
Galesburg, IL	43.6
Kansas City, KS	35.5
Lincoln, NE	34.6
Memphis, TN	14.6
Northtown, MN	38.2
Pasco, WA	36.1
Tulsa, OK	26.5

3. Total Cars On Line by Car Type for the Reporting Week	
Box	12,607
Covered hopper	75,651
Gondola	8,949
Intermodal	16,416
Multilevel (automotive)	7,510
Open hopper	67,364
Tank	58,051
Other	11,040
Total	257,588

ATTACHMENT A

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	10.1
Coal	4.2
Automotive	23.8
Crude Oil	5.6
Ethanol	19.7
All Other Unit Trains	6.4

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						Total
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		
					Number	Briefly Explain Cause	
Intermodal	11		11	4	58	Road, Terminal, Other	84
Grain unit	33		12	4	102	Road, Terminal, Other	151
Coal unit	81	17	19		183	Road, Terminal, Other	300
Automotive unit	5		2		40	Road, Terminal, Other	47
Crude oil unit	11	0	4	2	76	Road, Terminal, Other	93
Ethanol unit	2		2		4	Road, Terminal, Other	8
Other unit	31	3	6		46	Road, Terminal, Other	86
All other trains	50	42	37	4	287	Road, Terminal, Other	420
Total	224	62	93	14	796	Road, Terminal, Other	1,189

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	252	490	918	1,856
Grain	919	682	2,262	2,313
Coal	45	795	995	1,151
Crude Oil	9	69	95	532
Ethanol	100	128	915	1,032
Automotive	172	177	1,618	1,063
All Other	2,217	2,884	17,866	19,454

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/2/2014
			Date Week Ended:	11/8/2014

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	7		7
AZ	0		
CA	1		1
CO	40		40
CT	0		
DE	0		
FL	0		
GA	0		
IA	622	441	181
ID	16		16
IL	231	112	119
IN	0		
KS	558	329	229
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	4		4
MN	1,528	1,325	203
MO	691	567	124
MS	0		
MT	476	110	366
NC	0		
ND	3,896	2,742	1,154
NE	275	219	56
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	1		1
OR	9		9
PA	0		

ATTACHMENT A

RI	0			
SC	0			
SD	1,846	1,549	297	
TN	0			
TX	123	108	15	
UT	0			
VA	0			
VT	0			
WA	116		116	
WI	7		7	
WV	0			
WY	8		8	
Total	10,455	7,502	2,953	

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 11/2/2014
			Date Week Ended: 11/8/2014

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	3	3.7		2		
CO	41	9.4	4	27		
CT						
DE						
FL						
GA						
IA	171	7.3	34	4		
ID	1	7.0				
IL				3		
IN						
KS	162	17.0	30	266		
KY						
LA						
MA						
MD						
ME						
MI						
MN	223	16.0	15	85		
MO			4	11		
MS						
MT	1,001	10.8	198	403		
NC						
ND	3,411	15.7	433	1,284		
NE	359	11.8	44	67		
NH						
NJ						
NM	10	2.0				
NV						
NY						
OH						
OK	10	7.0				
OR						
PA						
RI						
SC						
SD	957	11.3	12	271		
TN						
TX	112	9.8	10	5		
UT						
VA						
VT						

ATTACHMENT A

WA	344	13.1	38	116		
WI	110	13.0	30	40		
WV						
WY	21	8.1		31		
TOTAL	6,936	13.7	852	2,615	0	0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 11/2/2014
			Date Week Ended: 11/8/2014

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			
			11/1/2014	10/25/2014	10/18/2014
	Nov Plan	11/8/2014			
System	2.5	2.3	2.1	2.3	2.1
CA	2.2	2.2	2.4	2.5	2.0
Gulf	2.9	2.6	2.5	2.4	4.6
Mexico	1.7	0.0	0.0	1.7	1.1
PNW	2.5	2.2	2.0	2.2	2.0
West TX	3.6	3.0	3.3	3.6	4.2

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	47.6
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.1