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November 5, 2014

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

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ENTERED  
Office of Proceedings  
November 5, 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, appearing to read "Jill K. Mulligan", with a large, stylized loop at the end.

Jill K. Mulligan

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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

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**UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION**

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**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

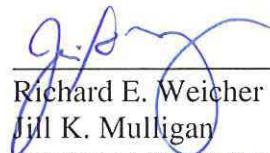
BNSF Railway Company (“BNSF”) provides the following weekly report in response to the Board’s Order of October 8, 2014 in the above referenced sub-docket. The Board’s Order contained requests for reporting that can be grouped into three separate categories: (i) weekly railroad-specific reporting on performance 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. We draw particular attention to the trips-per-month (TPM) data for the Pacific Northwest (PNW) presented as part of our response to Request No. 9. Our weekly TPM figure for the reporting period is lower than our October goal, but that is in part the result of an increase in trains staged short of congested export grain facilities in the second half of October. As we see our velocity improve on our grain movements, there will be a short-term transition period during which destination facilities reconfigure their own operations to match the improved level of service they are seeing from BNSF. We note that while we have fluctuations from week to week, our overall average TPM for the four week period running from September 28 through November 1 was moderately below target at 2.2.

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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Richard E. Weicher  
Jill K. Mulligan  
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November 5, 2014

### EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	10/26/2014
			Date Week Ended:	11/1/2014

#### 1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	30.2
Grain unit	19.6
Coal unit	17.4
Automotive unit	24.0
Crude oil unit	18.7
Ethanol unit	22.0
Manifest	19.3
All Other	18.2

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

System Average	28.4
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#### 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity

Barstow, CA	48.6
Denver, CO	28.2
Fort Worth, TX	25.6
Galesburg, IL	38.9
Kansas City, KS	33.1
Lincoln, NE	39.2
Memphis, TN	16.9
Northtown, MN	40.6
Pasco, WA	30.8
Tulsa, OK	28.3

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

Box	12,685
Covered hopper	74,902
Gondola	9,222
Intermodal	16,610
Multilevel (automotive)	7,796
Open hopper	67,893
Tank	58,853
Other	10,940
Total	258,902

## ATTACHMENT A

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	11.7
Coal	4.4
Automotive	27.3
Crude Oil	7.1
Ethanol	21.9
All Other Unit Trains	7.5

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	29	3	3		52	Road, Terminal, Other	87
Grain unit	37		5	4	106	Road, Terminal, Other	152
Coal unit	90	11	24	7	191	Road, Terminal, Other	323
Automotive unit	2		2		37	Road, Terminal, Other	41
Crude oil unit	16		9	4	77	Road, Terminal, Other	106
Ethanol unit	2		2	2	8	Road, Terminal, Other	14
Other unit	37		11		45	Road, Terminal, Other	93
All other trains	58	44	30	4	250	Road, Terminal, Other	386
Total	271	58	86	21	766	Road, Terminal, Other	1,202

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	142	476	850	1,960
Grain	609	1,060	2,147	2,162
Coal	40	1,434	540	1,309
Crude Oil	9	46	144	647
Ethanol	118	181	909	1,043
Automotive	102	138	1,970	951
All Other	1,833	2,360	16,833	18,363



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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 10/26/2014
			Date Week Ended: 11/1/2014

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	1		1
AZ	0		
CA	6		6
CO	9		9
CT	0		
DE	0		
FL	0		
GA	0		
IA	400	320	80
ID	5		5
IL	224	110	114
IN	0		
KS	585	552	33
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	538	440	98
MO	225	223	2
MS	0		
MT	598	112	486
NC	0		
ND	3,593	2,757	836
NE	992	661	331
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	112	112	
OR	9		9
PA	0		

## ATTACHMENT A

RI	0		
SC	0		
SD	2,345	2,114	231
TN	0		
TX	225	222	3
UT	0		
VA	0		
VT	0		
WA	181		181
WI	45		45
WV	0		
WY	22		22
Total	10,116	7,623	2,493



<b>EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION</b>
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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 10/26/2014
			Date Week Ended: 11/1/2014

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			2	5		
CO	25	10.2	15	113		
CT						
DE						
FL						
GA						
IA	54	5.3	24			
ID			1			
IL	96	8.8				
IN						
KS	195	51.7	18	2		
KY						
LA						
MA						
MD						
ME						
MI						
MN	208	14.0	144	71		
MO			3	5		
MS						
MT	843	10.6	202	272	5	
NC						
ND	3,334	15.0	497	912	22	
NE	273	8.2	29	50		
NH						
NJ						
NM						
NV						
NY						
OH						
OK			10			
OR						
PA						
RI						
SC						
SD	1,120	9.1	84	189		
TN						
TX	110	3.0		2		
UT						
VA						
VT						

ATTACHMENT A

WA	400	8.9	39	77		
WI	110	6.0		37		
WV						
WY	25	21.2		17		
TOTAL	6,793	13.3	1,068	1,752	27	0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 10/26/2014
			Date Week Ended: 11/1/2014

**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			
	Nov Plan	11/1/2014	10/25/2014	10/18/2014	10/11/2014
System	2.5	2.1	2.3	2.1	2.4
CA	2.2	2.4	2.5	2.0	2.3
Gulf	2.9	2.5	2.4	4.6	2.6
Mexico	1.7	0.0	1.7	1.1	0.7
PNW	2.5	2.0	2.2	2.0	2.3
West TX	3.6	3.3	3.6	4.2	5.7

**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	48.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.4