BNSF RAILWAY

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November 19, 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

STB EX PARTE NO. 724 (Sub-No. 3)
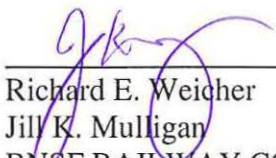
UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

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.

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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 19, 2014

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/9/2014
			Date Week Ended:	11/15/2014

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

Intermodal	29.7
Grain unit	19.7
Coal unit	16.8
Automotive unit	22.0
Crude oil unit	19.9
Ethanol unit	19.1
Manifest	18.2
All Other	17.8

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

System Average	29.0

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

Barstow, CA	51.6
Denver, CO	32.4
Fort Worth, TX	23.9
Galesburg, IL	37.8
Kansas City, KS	34.7
Lincoln, NE	31.2
Memphis, TN	19.1
Northtown, MN	42.5
Pasco, WA	34.1
Tulsa, OK	27.3

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

Box	12,455
Covered hopper	74,676
Gondola	8,936
Intermodal	16,575
Multilevel (automotive)	6,974
Open hopper	68,204
Tank	58,297
Other	10,879
Total	256,997

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	13.9
Coal	4.6
Automotive	23.5
Crude Oil	6.5
Ethanol	17.6
All Other Unit Trains	6.9

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	6	0	3	3	71	Road, Terminal, Other	83
Grain unit	22	0	9	4	105	Road, Terminal, Other	140
Coal unit	57	0	15	6	261	Road, Terminal, Other	339
Automotive unit	0	3	3	0	40	Road, Terminal, Other	46
Crude oil unit	12	7	3	0	81	Road, Terminal, Other	103
Ethanol unit	3	0	0	0	7	Road, Terminal, Other	10
Other unit	33	0	14	0	30	Road, Terminal, Other	77
All other trains	29	58	23	2	291	Road, Terminal, Other	403
Total	162	68	70	15	886	Road, Terminal, Other	1,201

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	198	276	1,005	2,105
Grain	327	842	2,563	2,099
Coal	76	897	1,263	980
Crude Oil	5	75	154	874
Ethanol	19	136	1,145	826
Automotive	200	69	1,312	808
All Other	1,679	2,470	17,010	17,041

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/9/2014
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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
AL	0		
AR	2		2
AZ	0		
CA	0		
CO	163	115	48
CT	0		
DE	0		
FL	0		
GA	0		
IA	712	555	157
ID	27		27
IL	336	222	114
IN	0		
KS	587	449	138
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	2		2
MN	809	558	251
MO	460	449	11
MS	0		
MT	913	658	255
NC	0		
ND	4,051	2,848	1,203
NE	1,023	890	133
NH	0		
NJ	0		
NM	1		1
NV	0		
NY	0		
OH	0		
OK	3		3
OR	15		15
PA	0		

RI	0		
SC	0		
SD	1,699	1,433	266
TN	0		
TX	350	217	133
UT	1		1
VA	0		
VT	0		
WA	117		117
WI	80		80
WV	0		
WY	34		34
Total	11,385	8,394	2,991

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/9/2014
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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
AL						
AR						
AZ						
CA	5	24.8	2	2		
CO	71	8.7	10	11		
CT						
DE						
FL						
GA						
IA	131	6.6	35	137		
ID				2		
IL				1		
IN						
KS	298	7.3	10	87		
KY						
LA						
MA						
MD						
ME						
MI						
MN	243	14.4		66		
MO	76	7.7	39	19		
MS						
MT	1,267	12.5	170	165	15	
NC						
ND	3,005	14.6	506	1,193	45	
NE	299	11.9	5	198		
NH						
NJ						
NM	10	9.0	5			
NV						
NY						
OH						
OK	20	11.5	110	3		
OR						
PA						
RI						
SC						
SD	519	14.0	60	440		
TN						
TX	135	2.5		113		
UT						
VA						
VT						

WA	328	13.8	3	102		
WI			19	66		
WV	22	17.2		9		
WY						
TOTAL	6,429	13.1	974	2,614	60	0

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| Railroad: BNSF | Year: 2014 | Reporting Week: | Date Week Began: | 11/9/2014 |
| | | | Date Week Ended: | 11/15/2014 |

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	11/15/2014	11/8/2014	11/1/2014	10/25/2014
System	2.5	2.4	2.3	2.1	2.3
CA	2.2	2.5	2.2	2.4	2.5
Gulf	2.9	3.3	2.6	2.5	2.4
Mexico	1.7	0.5	0.0	0.0	1.7
PNW	2.5	2.3	2.2	2.0	2.2
West TX	3.6	3.2	3.0	3.3	3.6

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	46.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.0