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November 26, 2014

237120

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

ENTERED
Office of Proceedings
November 26, 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 K. 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 26, 2014

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/16/2014
			Date Week Ended:	11/22/2014

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

Intermodal	29.9
Grain unit	19.4
Coal unit	17.0
Automotive unit	23.8
Crude oil unit	19.8
Ethanol unit	20.1
Manifest	18.7
All Other	18.4

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

System Average	29.3
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity

Barstow, CA	51.0
Denver, CO	31.8
Fort Worth, TX	21.9
Galesburg, IL	41.1
Kansas City, KS	34.2
Lincoln, NE	43.8
Memphis, TN	16.7
Northtown, MN	47.7
Pasco, WA	34.5
Tulsa, OK	28.1

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

Box	12,523
Covered hopper	74,265
Gondola	8,740
Intermodal	16,675
Multilevel (automotive)	6,968
Open hopper	67,638
Tank	58,390
Other	11,097
Total	256,296

ATTACHMENT A

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	12.7
Coal	5.5
Automotive	22.9
Crude Oil	8.0
Ethanol	21.9
All Other Unit Trains	9.0

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	0	0	26	4	53	Road, Terminal, Other	83
Grain unit	20	2	11	4	92	Road, Terminal, Other	129
Coal unit	42	2	27	7	248	Road, Terminal, Other	326
Automotive unit	6	0	2	0	29	Road, Terminal, Other	37
Crude oil unit	6	5	5	0	74	Road, Terminal, Other	90
Ethanol unit	0	0	8	0	3	Road, Terminal, Other	11
Other unit	20	0	9	2	52	Road, Terminal, Other	83
All other trains	48	54	56	6	290	Road, Terminal, Other	454
Total	142	63	144	23	841	Road, Terminal, Other	1,213

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	277	553	1,075	2,042
Grain	587	620	2,646	2,068
Coal	288	780	1,416	1,120
Crude Oil	0	292	214	652
Ethanol	82	144	1,173	1,148
Automotive	155	240	1,772	828
All Other	1,922	3,124	18,061	18,673

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/16/2014
			Date Week Ended:	11/22/2014

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	14		14
AZ	2		2
CA	5		5
CO	41		41
CT	0		
DE	0		
FL	0		
GA	0		
IA	409	329	80
ID	26		26
IL	226	111	115
IN	0		
KS	757	549	208
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	3		3
MN	891	768	123
MO	700	658	42
MS	0		
MT	1,381	872	509
NC	0		
ND	3,145	1,849	1,296
NE	745	445	300
NH	0		
NJ	1		1
NM	0		
NV	0		
NY	0		
OH	0		
OK	0		
OR	11		11
PA	0		

ATTACHMENT A

RI	0			
SC	0			
SD	2,195		1,988	207
TN	1			1
TX	116		106	10
UT	0			
VA	0			
VT	0			
WA	221			221
WI	51			51
WV	0			
WY	19			19
Total	10,960		7,675	3,285

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/16/2014
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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	13.2		4		
CO	93	9.8	1	16		
CT						
DE						
FL						
GA						
IA	164	7.5		50		
ID	1	2.0				
IL				112		
IN						
KS	183	8.4		69		
KY						
LA						
MA						
MD						
ME						
MI						
MN	395	12.9	264	13		
MO	115	10.9	12	24		
MS						
MT	1,110	14.5	388	539	39	
NC						
ND	3,787	13.3	546	962	33	
NE	240	10.0	26	150		
NH						
NJ						
NM	13	11.6		2		
NV						
NY						
OH						
OK	15	6.0			110	
OR	3	3.0				
PA						
RI						
SC						
SD	408	16.3	24	18		
TN						
TX	10	1.0		19	220	
UT						
VA						
VT						

ATTACHMENT A

WA	275	12.1	26	144		
WI				22		
WV						
WY	11	17.0		20		
TOTAL	6,828	13.1	1,287	2,164	402	0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 11/16/2014
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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 Plan	Trip Performance			
	Nov Plan	11/22/2014	11/15/2014	11/8/2014	11/1/2014
System	2.5	2.5	2.4	2.3	2.1
CA	2.2	2.3	2.5	2.2	2.4
Gulf	2.9	3.0	3.3	2.6	2.5
Mexico	1.7	0.0	0.5	0.0	0.0
PNW	2.5	2.4	2.3	2.2	2.0
West TX	3.6	3.9	3.2	3.0	3.3

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	44.6
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.9