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ENTERED  
Office of Proceedings  
December 3, 2014  
Part of  
Public Record

December 3, 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

**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. 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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December 3, 2014

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

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/23/2014
			Date Week Ended:	11/29/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	31.4
Grain unit	20.7
Coal unit	18.4
Automotive unit	23.3
Crude oil unit	20.4
Ethanol unit	21.7
Manifest	19.0
All Other	18.7

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	28.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	51.8
Denver, CO	36.4
Fort Worth, TX	25.2
Galesburg, IL	40.2
Kansas City, KS	38.1
Lincoln, NE	33.8
Memphis, TN	14.2
Northtown, MN	38.4
Pasco, WA	38.8
Tulsa, OK	27.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	12,477
Covered hopper	74,598
Gondola	8,492
Intermodal	16,641
Multilevel (automotive)	7,014
Open hopper	67,757
Tank	58,047
Other	10,940
Total	255,966

## ATTACHMENT A

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	13.5
Coal	4.1
Automotive	23.3
Crude Oil	8.0
Ethanol	20.9
All Other Unit Trains	6.2

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	28	6	14	3	61	Road, Terminal, Other	112
Grain unit	38	4	4	2	73	Road, Terminal, Other	121
Coal unit	126	8	6	6	186	Road, Terminal, Other	332
Automotive unit	12	2	0	0	32	Road, Terminal, Other	46
Crude oil unit	10	0	3	3	70	Road, Terminal, Other	86
Ethanol unit	5	0	0	0	7	Road, Terminal, Other	12
Other unit	25	4	9	2	33	Road, Terminal, Other	73
All other trains	85	29	15	8	307	Road, Terminal, Other	444
Total	329	53	51	24	769	Road, Terminal, Other	1,226

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	132	513	984	1,820
Grain	788	814	2,840	2,086
Coal	219	1,042	1,146	1,709
Crude Oil	2	69	80	569
Ethanol	82	166	1,346	970
Automotive	236	144	1,369	988
All Other	1,557	2,479	17,375	19,010



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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 11/23/2014
			Date Week Ended: 11/29/2014

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	0		
AZ	0		
CA	0		
CO	53		53
CT	0		
DE	0		
FL	0		
GA	0		
IA	503	327	176
ID	10		10
IL	675	670	5
IN	0		0
KS	362	320	42
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,079	975	104
MO	384	333	51
MS	0		
MT	876	653	223
NC	0		
ND	2,332	1,644	688
NE	1,131	969	162
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	230	220	10
OR	12		12
PA	0		

ATTACHMENT A

RI	0			
SC	0			
SD	1,044			
TN	0	992		52
TX	128			
UT	0	107		21
VA	0			
VT	0			
WA	217	109		108
WI	26			26
WV	0			
WY	32			32
Total	9,094	7,319		1,775

<b>EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION</b>
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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/23/2014
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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	2	13.5		6		
CO	98	13.2	5	15		
CT						
DE						
FL						
GA						
IA	221	11.4	61	26		
ID	1	9.0				
IL						
IN						
KS	189	12.3	58	29		
KY						
LA						
MA						
MD						
ME						
MI						
MN	617	12.6	32	111		
MO	96	12.8	12	71		
MS						
MT	1,361	14.2	124	263	48	
NC						
ND	3,783	14.9	477	1,240	30	
NE	235	10.2	61	215		
NH						
NJ						
NM	5	12.0		8		
NV						
NY						
OH						
OK	14	12.7			110	
OR	3	10.0				
PA						
RI						
SC						
SD	633	11.0	14	103		
TN						
TX	8	8.0		5		
UT						
VA						
VT						



ATTACHMENT A

WA	274	15.4	65	114		
WI	15	2.0		29		
WV						
WY	2	17.5		28		
TOTAL	7,557	13.9	909	2,263	188	0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 11/23/2014
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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	11/29/2014	11/22/2014	11/15/2014	11/8/2014
System	2.5	2.5	2.5	2.4	2.3
CA	2.2	2.1	2.3	2.5	2.2
Gulf	2.9	2.3	3.0	3.3	2.6
Mexico	1.7	1.8	0.0	0.5	0.0
PNW	2.5	2.4	2.4	2.3	2.2
West TX	3.6	4.1	3.9	3.2	3.0

### 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	48.6
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.6