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December 10, 2014

237198

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
December 10, 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".

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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December 10, 2014

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/30/2014
			Date Week Ended:	12/6/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	33.9
Grain unit	21.7
Coal unit	18.4
Automotive unit	25.1
Crude oil unit	19.8
Ethanol unit	21.4
Manifest	19.7
All Other	19.5

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	27.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	49.7
Denver, CO	33.6
Fort Worth, TX	23.3
Galesburg, IL	38.9
Kansas City, KS	38.4
Lincoln, NE	35.3
Memphis, TN	15.7
Northtown, MN	37.4
Pasco, WA	30.7
Tulsa, OK	28.9

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,935
Covered hopper	73,884
Gondola	8,564
Intermodal	16,260
Multilevel (automotive)	6,354
Open hopper	67,154
Tank	56,807
Other	10,700
Total	251,658

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	11.9

Coal	4.9
Automotive	17.9
Crude Oil	7.4
Ethanol	9.3
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	0	0	0	84	Road, Terminal, Other	95
Grain unit	11	2	0	2	90	Road, Terminal, Other	105
Coal unit	38	5	16	7	241	Road, Terminal, Other	307
Automotive unit	2	0	0	0	22	Road, Terminal, Other	24
Crude oil unit	4	1	0	3	77	Road, Terminal, Other	85
Ethanol unit	4	0	0	0	0	Road, Terminal, Other	4
Other unit	17	3	3	0	43	Road, Terminal, Other	66
All other trains	32	38	24	4	303	Road, Terminal, Other	401
Total	119	49	43	16	860	Road, Terminal, Other	1,087

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	242	716	1,080	3,046
Grain	679	865	2,808	2,046
Coal	130	801	878	1,020
Crude Oil	6	117	333	455
Ethanol	149	135	913	895
Automotive	202	216	1,549	595
All Other	2,127	3,195	14,575	15,877

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/30/2014
			Date Week Ended:	12/6/2014

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	2		2
CO	42		42
CT	0		
DE	0		
FL	0		
GA	0		
IA	414	330	84
ID	8		8
IL	557	555	2
IN	0		
KS	855	658	197
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,773	1,523	250
MO	246	223	23
MS	0		
MT	1,500	1,085	415
NC	0		
ND	3,648	2,274	1,374
NE	732	543	189
NH	0		
NJ	0		
NM	7		7
NV	0		
NY	0		
OH	0		
OK	238	227	11
OR	13		13
PA	0		

RI	0				
SC	0				
SD	2,273		2,095		178
TN	0				
TX	697		652		45
UT	0				
VA	0				
VT	0				
WA	217		107		110
WI	28				28
WV	0				
WY	23				23
Total	13,273		10,272		3,001

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	11/30/2014
			Date Week Ended:	12/6/2014

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				2		
AR						
AZ				1		
CA	18	9.1		3		
CO	84	11.5	35	43		
CT						
DE						
FL						
GA						
IA	247	12.6	10	170		
ID			2			
IL						
IN						
KS	214	13.9	10	133		
KY						
LA						
MA						
MD						
ME						
MI						
MN	521	15.6	31	289		
MO	61	15.6	1	4		
MS						
MT	1,509	11.8	54	424	87	
NC						
ND	3,642	16.2	322	1,129	168	
NE	310	8.8	83	80	10	
NH						
NJ						
NM	5	19.0		3		
NV						
NY						
OH						
OK	12	19.0				
OR	3	17.0				
PA						
RI						
SC						
SD	507	12.1	30	108		
TN				7		
TX	50	4.0		51		
UT						
VA						

VT							
WA	323		10.2	53		92	
WI	15		9.0			23	
WV							
WY	17		4.4			29	
TOTAL	7,538		14.0	631		2,591	265
							0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 11/30/2014
			Date Week Ended: 12/6/2014

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			
	Dec Plan	12/6/2014	11/29/2014	11/22/2014	11/15/2014
System	2.5	2.6	2.5	2.5	2.4
CA	2.2	2.4	2.1	2.3	2.5
Gulf	2.8	4.0	2.3	3.0	3.3
Mexico	1.4	1.6	1.8	0.0	0.5
PNW	2.5	2.5	2.4	2.4	2.3
West TX	3.6	2.5	4.1	3.9	3.2

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	49.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.9