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Office of Proceedings
December 17, 2014
Part of
Public Record

December 17, 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**

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 17, 2014

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	12/7/2014
			Date Week Ended:	12/13/2014

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

Intermodal	33.4
Grain unit	21.8
Coal unit	18.3
Automotive unit	23.6
Crude oil unit	21.0
Ethanol unit	19.4
Manifest	20.2
All Other	19.6

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

System Average	27.0
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	52.2
Denver, CO	34.2
Fort Worth, TX	22.8
Galesburg, IL	36.3
Kansas City, KS	31.7
Lincoln, NE	30.8
Memphis, TN	16.6
Northtown, MN	33.1
Pasco, WA	31.5
Tulsa, OK	24.9

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

Box	11,833
Covered hopper	72,816
Gondola	8,751
Intermodal	16,423
Multilevel (automotive)	6,617
Open hopper	67,509
Tank	56,585
Other	10,631
Total	251,164

ATTACHMENT A

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

Grain	8.7
Coal	3.8
Automotive	23.2
Crude Oil	6.6
Ethanol	9.2
All Other Unit Trains	9.1

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	14	3	32	Road, Terminal, Other	55
Grain unit	7	2	2	9	78	Road, Terminal, Other	98
Coal unit	42	2	30	5	198	Road, Terminal, Other	277
Automotive unit	2	0	0	0	33	Road, Terminal, Other	35
Crude oil unit	1	0	3	1	69	Road, Terminal, Other	74
Ethanol unit	0	8	0	0	9	Road, Terminal, Other	17
Other unit	0	4	17	0	41	Road, Terminal, Other	62
All other trains	28	36	16	4	210	Road, Terminal, Other	294
Total	86	52	82	22	670	Road, Terminal, Other	912

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	184	984	840	1,985
Grain	688	750	2,579	2,300
Coal	197	623	434	1,001
Crude Oil	10	45	114	573
Ethanol	37	76	638	930
Automotive	287	139	1,704	582
All Other	1,059	2,254	14,830	17,001

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 12/7/2014
			Date Week Ended: 12/13/2014

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	4		4
CO	186	112	74
CT	0		
DE	0		
FL	0		
GA	0		
IA	300	219	81
ID	9		9
IL	709	662	47
IN	0		
KS	718	551	167
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,910	1,632	278
MO	13	0	13
MS	0		
MT	1,037	666	371
NC	0		
ND	2,629	1,868	761
NE	888	760	128
NH	0		
NJ	0		
NM	3		3
NV	0		
NY	0		
OH	0		
OK	5		5
OR	10		10
PA	1		1

ATTACHMENT A

RI	0		
SC	0		
SD	1,919	1,774	145
TN	0		
TX	378	329	49
UT	0		
VA	0		
VT	0		
WA	38		38
WI	33		33
WV	0		
WY	24		24
Total	10,814	8,573	2,241

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 12/7/2014
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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	24	8.5		6		
CO	113	11.4	5	63		
CT						
DE						
FL						
GA						
IA	215	12.6	24	37		
ID	3	5.0				
IL				1		
IN						
KS	237	17.7	7	173		
KY						
LA						
MA						
MD						
ME						
MI						
MN	473	12.7		227	25	
MO	53	12.1		30		
MS						
MT	1,711	13.0	87	278		
NC						
ND	4,133	15.5	274	864	41	
NE	563	8.7	102	122		
NH						
NJ						
NM	10	1.5		5		
NV						
NY						
OH						
OK	10	3.0				
OR	5	3.0		3		
PA						
RI						
SC						
SD	588	11.3	78	171		
TN	3	2.0				
TX	110	1.0		69		
UT						
VA						
VT						

ATTACHMENT A

WA	409	10.8	26	73		
WI	49	7.1	15	39		
WV						
WY	29	5.4	17	15		
TOTAL	8,738	13.5	635	2,176	66	0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 12/7/2014
			Date Week Ended: 12/13/2014

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	12/13/2014	12/6/2014	11/29/2014	11/22/2014
System	2.5	2.5	2.6	2.5	2.5
CA	2.2	2.5	2.4	2.1	2.3
Gulf	2.8	2.1	4.0	2.3	3.0
Mexico	1.4	1.7	1.6	1.8	0.0
PNW	2.5	2.6	2.5	2.4	2.4
West TX	3.6	3.7	2.5	4.1	3.9

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	51.6
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.0