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ENTERED
Office of Proceedings
December 23, 2014
Part of
Public Record

December 24, 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,

A handwritten signature in blue ink, appearing to read "Jill 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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December 24, 2014

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	12/14/2014
			Date Week Ended:	12/20/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	32.5
Grain unit	20.7
Coal unit	19.0
Automotive unit	23.0
Crude oil unit	22.0
Ethanol unit	21.5
Manifest	19.9
All Other	19.1

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.7

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	49.0
Denver, CO	30.5
Fort Worth, TX	24.8
Galesburg, IL	37.1
Kansas City, KS	33.5
Lincoln, NE	31.8
Memphis, TN	15.2
Northtown, MN	30.8
Pasco, WA	34.5
Tulsa, OK	23.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,580
Covered hopper	71,956
Gondola	8,618
Intermodal	16,434
Multilevel (automotive)	6,907
Open hopper	67,259
Tank	55,364
Other	10,789
Total	248,907

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

Grain	9.9
Coal	4.0
Automotive	23.7
Crude Oil	4.8
Ethanol	15.1
All Other Unit Trains	8.5

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	14	3	0	0	52	Road, Terminal, Other	69
Grain unit	12	0	6	2	82	Road, Terminal, Other	102
Coal unit	84	0	47	5	141	Road, Terminal, Other	277
Automotive unit	0	0	7	0	38	Road, Terminal, Other	45
Crude oil unit	2	2	2	0	58	Road, Terminal, Other	64
Ethanol unit	2	0	0	0	10	Road, Terminal, Other	12
Other unit	15	0	6	3	60	Road, Terminal, Other	84
All other trains	48	57	27	5	177	Road, Terminal, Other	314
Total	177	62	95	15	618	Road, Terminal, Other	967

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	124	593	871	2,339
Grain	270	593	2,284	2,181
Coal	59	753	632	1,208
Crude Oil	6	66	203	539
Ethanol	24	58	1,308	982
Automotive	289	141	1,603	646
All Other	1,003	2,050	14,255	15,953

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	12/14/2014
			Date Week Ended:	12/20/2014

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	5		5
CO	134	112	22
CT	0		
DE	0		
FL	0		
GA	0		
IA	837	556	281
ID	12		12
IL	457	443	14
IN	0		
KS	964	783	181
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	2		2
MN	1,196	1,092	104
MO	453	435	18
MS	0		
MT	1,423	774	649
NC	0		
ND	2,791	1,763	1,028
NE	1,381	1,093	288
NH	0		
NJ	0		
NM	5		5
NV	0		
NY	0		
OH	0		
OK	133	113	20
OR	19		19
PA	0		

ATTACHMENT A

RI	0		
SC	0		
SD	1,776	1,656	120
TN	0		
TX	406	216	190
UT	0		
VA	0		
VT	0		
WA	351	112	239
WI	55		55
WV	0		
WY	20		20
Total	12,420	9,148	3,272

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	12/14/2014
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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				1		
CA	23	11.7	6	7		
CO	96	13.6	30	16		
CT						
DE						
FL						
GA						
IA	249	14.1	20	39		
ID	3	12.0				
IL				1		
IN						
KS	175	17.1	120	123		
KY						
LA						
MA						
MD						
ME						
MI						
MN	517	13.3	228	54		
MO	51	11.4		21		
MS						
MT	1,386	15.1	227	561		
NC						
ND	3,906	15.8	593	998	10	
NE	695	10.1	134	170		
NH						
NJ						
NM	10	8.5				
NV						
NY						
OH						
OK	10	10.0		112		
OR			3	2		
PA						
RI						
SC						
SD	701	11.4	99	127		
TN	1	9.0		2		
TX	111	2.0	13	136		
UT						
VA						

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 12/14/2014
			Date Week Ended: 12/20/2014

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	12/20/2014	12/13/2014	12/6/2014	11/29/2014
System	2.5	2.6	2.5	2.6	2.5
CA	2.2	2.5	2.5	2.4	2.1
Gulf	2.8	3.4	2.1	4.0	2.3
Mexico	1.4	1.2	1.7	1.6	1.8
PNW	2.5	2.5	2.6	2.5	2.4
West TX	3.6	4.5	3.7	2.5	4.1

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	52.0
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.3