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December 31, 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 that reads "Jill Mulligan / 18".

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,



Richard E. Weicher
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December 31, 2014

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	12/21/2014
			Date Week Ended:	12/27/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	34.2
Grain unit	23.5
Coal unit	19.5
Automotive unit	25.3
Crude oil unit	22.8
Ethanol unit	21.7
Manifest	21.4
All Other	18.0

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	28.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	46.2
Denver, CO	39.2
Fort Worth, TX	28.7
Galesburg, IL	40.4
Kansas City, KS	34.7
Lincoln, NE	36.1
Memphis, TN	15.2
Northtown, MN	35.3
Pasco, WA	36.5
Tulsa, OK	25.2

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,498
Covered hopper	72,195
Gondola	8,878
Intermodal	16,286
Multilevel (automotive)	6,836
Open hopper	67,438
Tank	55,484
Other	10,933
Total	249,549

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	13.7

Coal	3.9
Automotive	33.7
Crude Oil	7.0
Ethanol	22.0
All Other Unit Trains	6.5

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	80	0	0	2	40	Road, Terminal, Other	122
Grain unit	60	0	0	0	60	Road, Terminal, Other	120
Coal unit	197	2	13	4	147	Road, Terminal, Other	363
Automotive unit	26	0	2	0	24	Road, Terminal, Other	52
Crude oil unit	48	0	0	1	39	Road, Terminal, Other	88
Ethanol unit	9	0	0	0	5	Road, Terminal, Other	14
Other unit	34	0	9	0	45	Road, Terminal, Other	88
All other trains	180	10	3	2	154	Road, Terminal, Other	349
Total	634	12	27	9	514	Road, Terminal, Other	1,196

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	126	491	859	1,900
Grain	254	456	2,966	3,046
Coal	98	613	1,040	1,044
Crude Oil	7	69	292	970
Ethanol	17	58	1,011	948
Automotive	214	125	1,446	838
All Other	1,190	1,743	14,802	16,981

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	12/21/2014
			Date Week Ended:	12/27/2014

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	13		13
CO	60		60
CT	0		
DE	0		
FL	0		
GA	0		
IA	529	435	94
ID	21		21
IL	119	112	7
IN	0		
KS	772	552	220
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	1,563	1,419	144
MO	127	113	14
MS	0		
MT	775	548	227
NC	0		
ND	1,846	1,305	541
NE	770	660	110
NH	0		
NJ	2		2
NM	0		
NV	0		
NY	0		
OH	0		
OK	222	221	1
OR	18		18
PA	0		

RI	0			
SC	0			
SD	1,103			7
TN	0	1,096		
TX	226			5
UT	0	221		
VA	0			
VT	0			
WA	176			176
WI	21			21
WV	0			
WY	17			17
Total	8,381	6,582		1,699

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 12/21/2014	Date Week Ended: 12/27/2014
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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	17	10.9		12		
CO	109	14.5	2	11	15	
CT						
DE						
FL						
GA						
IA	291	17.1	32	160		
ID	4	15.0				
IL						
IN						
KS	214	16.2	33	135	15	
KY						
LA						
MA						
MD						
ME						
MI						
MN	543	11.8	62	198	30	
MO	38	14.3		14		
MS						
MT	1,507	15.4	41	350	29	
NC						
ND	4,133	16.5	252	608	35	
NE	325	15.3	51	226	539	
NH						
NJ						
NM	10	15.5				
NV						
NY						
OH						
OK						
OR	3	6.0				
PA						
RI						
SC						
SD	700	14.4		201		
TN						
TX	111	9.0		2	14	
UT						
VA						

VT										
WA		307		13.3		28		81		
WI		144		16.3		10		14		
WV										
WY		80		11.0		12		16	5	
TOTAL		8,536		15.5		523		2,028	682	0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 12/21/2014
			Date Week Ended: 12/27/2014

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	12/27/2014	12/20/2014	12/13/2014	12/6/2014
System	2.5	2.5	2.6	2.5	2.6
CA	2.2	2.3	2.5	2.5	2.4
Gulf	2.8	2.3	3.4	2.1	4.0
Mexico	1.4	1.6	1.2	1.7	1.6
PNW	2.5	2.5	2.5	2.6	2.5
West TX	3.6	3.3	4.5	3.7	2.5

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	49.0
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.4