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February 11, 2015

Ms. Cynthia Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

237737

ENTERED
Office of Proceedings
February 11, 2015
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,



Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB EX PARTE NO. 724 (Sub-No. 3)

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

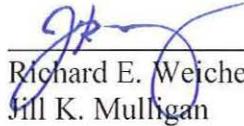
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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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February 11, 2015

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	2/1/2015
			Date Week Ended:	2/7/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	32.8
Grain unit	21.8
Coal unit	17.6
Automotive unit	25.2
Crude oil unit	22.9
Ethanol unit	21.4
Manifest	20.6
All Other	20.3

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	28.2

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	41.3
Denver, CO	34.1
Fort Worth, TX	26.7
Galesburg, IL	37.3
Kansas City, KS	31.1
Lincoln, NE	42.0
Memphis, TN	15.6
Northtown, MN	39.9
Pasco, WA	33.2
Tulsa, OK	25.5

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,539
Covered hopper	70,636
Gondola	8,606
Intermodal	15,565
Multilevel (automotive)	6,314
Open hopper	67,535
Tank	53,371
Other	10,880
Total	244,446

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	8.0

ATTACHMENT A

Coal	3.6
Automotive	26.5
Crude Oil	4.5
Ethanol	14.3
All Other Unit Trains	9.2

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	23	0	6	0	36	Road, Terminal, Other	65
Grain unit	52	0	7	8	61	Road, Terminal, Other	128
Coal unit	62	0	0	4	264	Road, Terminal, Other	330
Automotive unit	9	0	3	0	20	Road, Terminal, Other	32
Crude oil unit	18	0	0	5	42	Road, Terminal, Other	65
Ethanol unit	0	0	0	0	13	Road, Terminal, Other	13
Other unit	12	0	14	0	45	Road, Terminal, Other	71
All other trains	53	4	62	2	213	Road, Terminal, Other	334
Total	229	4	92	19	694	Road, Terminal, Other	1,038

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	82	757	632	2,623
Grain	483	780	2,002	2,329
Coal	69	1,200	490	1,243
Crude Oil	7	144	161	348
Ethanol	33	70	759	917
Automotive	45	110	1,329	697
All Other	937	2,017	13,927	16,340

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 2/1/2015
			Date Week Ended: 2/7/2015

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	3		3
AZ	0		
CA	3		3
CO	160	123	37
CT	0		
DE	0		
FL	0		
GA	0		
IA	203	111	92
ID	11		11
IL	889	883	6
IN	0		
KS	472	439	33
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	3		3
MN	832	665	167
MO	128	116	12
MS	0		
MT	1,040	667	373
NC	0		
ND	2,382	1,544	838
NE	682	545	137
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	0	0	0
OR	9		9
PA	0		

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RI	0			
SC	0			
SD	2,138	1,989	149	
TN	0			
TX	658	541	117	
UT	0			
VA	0			
VT	0			
WA	87		87	
WI	156	106	50	
WV	0			
WY	55		55	
Total	9,911	7,729	2,182	

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	2/1/2015
			Date Week Ended:	2/7/2015

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	18	21.2		4		
CO	61	14.6		10	6	
CT						
DE						
FL						
GA						
IA	194	16.5	15	29		
ID						
IL						
IN						
KS	389	17.1	11	43		
KY						
LA						
MA						
MD						
ME						
MI						
MN	196	16.8	7	203	27	
MO	39	13.2	10	18		
MS						
MT	871	18.0	180	481	63	
NC						
ND	1,813	20.8	201	1,247	104	
NE	272	10.7	10	101	39	
NH						
NJ						
NM						
NV						
NY						
OH						
OK				4		
OR	4	10.0		3		
PA						
RI						
SC						
SD	465	22.0	36	45	96	
TN	10	13.0		3		
TX	103	11.9	7	178		
UT						
VA						

ATTACHMENT A

VT									
WA	334	19.9	62	16	128				
WI			26	44					
WV									
WY	78	13.0	17	43					
TOTAL	4,847	18.7	582	2,473	463				0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 2/1/2015
			Date Week Ended: 2/7/2015

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			
	Feb Plan	2/7/2015	1/31/2015	1/24/2015	1/17/2015
System	2.5	2.5	2.6	2.8	2.4
CA	2.1	2.3	3.0	2.5	2.4
Gulf	2.8	2.9	3.3	3.6	2.4
Mexico	1.3	1.8	2.0	2.0	1.2
PNW	2.5	2.4	2.6	2.6	2.3
West TX	3.1	3.2	3.4	2.9	3.4

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	50.0	45.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	4.0	3.1