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February 4, 2015

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

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ENTERED
Office of Proceedings
February 4, 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 4, 2015

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	1/25/2015
			Date Week Ended:	1/31/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	33.3
Grain unit	22.1
Coal unit	19.3
Automotive unit	26.2
Crude oil unit	24.0
Ethanol unit	23.2
Manifest	21.6
All Other	20.2

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	39.3
Denver, CO	30.4
Fort Worth, TX	25.6
Galesburg, IL	34.3
Kansas City, KS	31.4
Lincoln, NE	34.4
Memphis, TN	14.1
Northtown, MN	33.3
Pasco, WA	30.5
Tulsa, OK	25.7

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,693
Covered hopper	70,558
Gondola	8,707
Intermodal	15,688
Multilevel (automotive)	6,052
Open hopper	66,504
Tank	52,822
Other	10,883
Total	242,907

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

ATTACHMENT A

Coal	2.7
Automotive	22.5
Crude Oil	3.7
Ethanol	10.7
All Other Unit Trains	8.6

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	0	0	7	0	40	Road, Terminal, Other	47
Grain unit	25	2	13	0	62	Road, Terminal, Other	102
Coal unit	36	7	10	3	175	Road, Terminal, Other	231
Automotive unit	6	0	3	0	12	Road, Terminal, Other	21
Crude oil unit	0	2	3	2	32	Road, Terminal, Other	39
Ethanol unit	0	0	0	0	12	Road, Terminal, Other	12
Other unit	3	0	11	0	31	Road, Terminal, Other	45
All other trains	21	2	21	4	209	Road, Terminal, Other	257
Total	91	13	68	9	573	Road, Terminal, Other	754

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	78	701	718	2,467	
Grain	413	797	1,978	2,561	
Coal	60	790	552	720	
Crude Oil	4	46	72	441	
Ethanol	54	103	461	903	
Automotive	89	49	974	700	
All Other	870	1,673	12,384	15,378	

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 1/25/2015
			Date Week Ended: 1/31/2015

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	0		
AZ	0		
CA	0		
CO	54		54
CT	0		
DE	0		
FL	0		
GA	0		
IA	744	446	298
ID	7		7
IL	143	110	33
IN	0		
KS	1,276	1,105	171
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	1,268	1,105	163
MO	222	221	1
MS	0		
MT	1,616	1,333	283
NC	0		
ND	2,696	1,553	1,143
NE	1,121	926	195
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	112	112	
OR	9		9
PA	0		

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RI	0			
SC	0			
SD	1,809	1,550	259	
TN	0			
TX	513	433	80	
UT	0			
VA	0			
VT	0			
WA	137		137	
WI	35		35	
WV	0			
WY	12		12	
Total	11,775	8,894	2,881	

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	1/25/2015
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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	21	15.6		1		
CO	41	13.0	16	20		
CT						
DE						
FL						
GA						
IA	223	17.8	45	42		
ID	3	19.0				
IL				2		
IN						
KS	277	15.8	79	114		
KY						
LA						
MA						
MD						
ME						
MI						
MN	244	15.1	27	51	30	
MO	29	15.0	15	14		
MS						
MT	1,047	17.9	179	361		
NC						
ND	2,270	17.5	350	883	194	
NE	251	12.2	48	157	14	
NH						
NJ						
NM				1		
NV						
NY						
OH						
OK				7		
OR	6	5.3		4		
PA						
RI						
SC						
SD	305	27.1	48	223	12	
TN	13	7.8		3		
TX	247	7.4	9	32		
UT						
VA						

ATTACHMENT A

VT									
WA	353	15.3	56	107	79				
WI	8	2.4	25	34					
WV									
WY	45	14.1	20	8					
TOTAL	5,383	17.0	917	2,065	329				0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 1/25/2015	Date Week Ended: 1/31/2015
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9. Plan vs. Performance For Grain Shuttle (Or Dedicated Grain Train) Round Trips, By Region, Updated To Reflect The Previous Four Weeks
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Region (Please Specify Destination Region)	Trip Plan		Trip Performance		
	Jan Plan	1/31/2015	1/24/2015	1/17/2015	1/10/2015
System	2.5	2.6	2.8	2.4	2.4
CA	2.0	3.0	2.5	2.4	2.6
Gulf	3.0	3.3	3.6	2.4	2.8
Mexico	1.4	2.0	2.0	1.2	1.3
PNW	2.5	2.6	2.6	2.3	2.3
West TX	3.3	3.4	2.9	3.4	2.7

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	54.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.6