



Jill K. Mulligan
Associate General Counsel

BNSF Railway Company
P.O. Box 961039
Fort Worth, TX 76161-0039
2500 Lou Menk Drive
Fort Worth, TX 76131-2828
817-352-2353 Direct
817-352-2399 Fax
Jill.mulligan@bnsf.com

March 25, 2015

238045

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

ENTERED
Office of Proceedings
March 25, 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

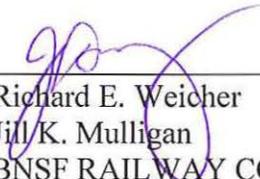
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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,



Richard E. Weicher
Jill K. Mulligan
BNSF RAILWAY COMPANY
2500 Lou Menk Drive
Fort Worth, Texas 76131

March 25, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/15/2015
			Date Week Ended:	3/21/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	31.0
Grain unit	21.5
Coal unit	18.9
Automotive unit	24.4
Crude oil unit	21.2
Ethanol unit	18.8
Manifest	20.5
All Other	19.9

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.9

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	40.8
Denver, CO	28.1
Fort Worth, TX	25.6
Galesburg, IL	31.9
Kansas City, KS	31.1
Lincoln, NE	32.5
Memphis, TN	18.4
Northtown, MN	31.4
Pasco, WA	30.2
Tulsa, OK	26.5

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,197
Covered hopper	69,453
Gondola	8,974
Intermodal	16,473
Multilevel (automotive)	6,691
Open hopper	65,107
Tank	52,972
Other	10,377
Total	241,244

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	7.8
Coal	3.0

Automotive	21.9
Crude Oil	4.9
Ethanol	11.5
All Other Unit Trains	10.0

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	8	0	25	0	55	Road, Terminal, Other	88
Grain unit	26	4	13	0	55	Road, Terminal, Other	98
Coal unit	28	5	25	5	144	Road, Terminal, Other	207
Automotive unit	11	0	2	0	20	Road, Terminal, Other	33
Crude oil unit	11	2	13	2	36	Road, Terminal, Other	64
Ethanol unit	3	0	3	0	10	Road, Terminal, Other	16
Other unit	0	0	33	2	46	Road, Terminal, Other	81
All other trains	68	10	44	5	150	Road, Terminal, Other	277
Total	155	21	158	14	516	Road, Terminal, Other	864

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	87	488	787
Grain	221	1,129	1,800	2,815
Coal	139	508	460	1,123
Crude Oil	25	172	83	550
Ethanol	38	62	556	761
Automotive	229	109	1,437	626
All Other	1,161	1,809	11,365	12,993

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION
--

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/15/2015
			Date Week Ended:	3/21/2015

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	1		1
CA	2		2
CO	16		16
CT	0		
DE	0		
FL	0		
GA	0		
IA	221	111	110
ID	5		5
IL	553	549	4
IN	0		
KS	759	664	95
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,299	1,231	68
MO	226	222	4
MS	0		
MT	1,148	665	483
NC	0		
ND	3,227	2,317	910
NE	1,202	994	208
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	223	223	
OR	26		26
PA	0		

Attachment A

RI	0		
SC	0		
SD	2,716	2,218	498
TN	0		
TX	373	321	52
UT	0		
VA	0		
VT	0		
WA	133		133
WI	47	0	47
WV	0		
WY	65		65
Total	12,242	9,515	2,727

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION
--

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/15/2015
			Date Week Ended:	3/21/2015

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	4	5.0	2	6		
CO	36	7.3	1	125		
CT						
DE						
FL						
GA						
IA	57	16.4	18	62		
ID						
IL				1		
IN						
KS	34	5.1	10	75	74	
KY						
LA						
MA						
MD						
ME						
MI						
MN	69	11.1	22	207		
MO	7	2.0	8	1		
MS						
MT	304	10.0	126	331	2	
NC						
ND	726	11.3	259	778	13	
NE	55	8.7	46	221		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR			1	9		
PA						
RI						
SC						
SD	123	21.9	50	325		
TN						
TX	8	8.9	3	53	35	
UT				1		
VA						

Attachment A

VT										
WA	6		2.7	3		118				
WI	25		3.0			39				
WV										
WY	1		8.0		92					
TOTAL	1,455		11.5	549		2,445	124			0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 3/15/2015
			Date Week Ended: 3/21/2015

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			
		3/21/2015	3/14/2015	3/7/2015	2/28/2015
	Mar Plan				
System	2.5	2.9	2.7	2.6	2.8
CA	2.3	2.8	2.1	2.5	2.1
Gulf	3.0	3.4	2.8	2.5	2.3
Mexico	1.4	2.0	1.6	1.6	1.7
PNW	2.5	2.8	2.9	2.6	3.0
West TX	3.4	3.5	3.0	3.6	3.6

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	47.6
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.4