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January 14, 2015

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Office of Proceedings
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Public Record

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 K. Mulligan / jk".

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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January 14, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	1/4/2015
			Date Week Ended:	1/10/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	35.3
Grain unit	23.5
Coal unit	17.6
Automotive unit	27.0
Crude oil unit	22.7
Ethanol unit	22.3
Manifest	22.3
All Other	19.6

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

System Average	25.6
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	38.5
Denver, CO	36.7
Fort Worth, TX	23.4
Galesburg, IL	33.4
Kansas City, KS	27.1
Lincoln, NE	34.7
Memphis, TN	15.0
Northtown, MN	38.3
Pasco, WA	25.6
Tulsa, OK	24.7

3. Total Cars On Line by Car Type for the Reporting Week

Box	11,145
Covered hopper	69,561
Gondola	8,325
Intermodal	15,553
Multilevel (automotive)	5,113
Open hopper	67,793
Tank	53,022
Other	9,937
Total	240,449

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

Grain	13.8
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Coal	4.3
Automotive	28.6
Crude Oil	5.3
Ethanol	10.1
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	2	0	2	0	82	Road, Terminal, Other	86
Grain unit	8	0	2	4	194	Road, Terminal, Other	208
Coal unit	84	2	6	6	586	Road, Terminal, Other	684
Automotive unit	2	2	0	2	20	Road, Terminal, Other	26
Crude oil unit	2	0	0	4	132	Road, Terminal, Other	138
Ethanol unit	0	0	0	0	12	Road, Terminal, Other	12
Other unit	0	0	4	0	94	Road, Terminal, Other	98
All other trains	14	2	4	6	378	Road, Terminal, Other	404
Total	112	6	18	22	1,498	Road, Terminal, Other	1,656

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	184	1,079	640	3,099
Grain	401	1,068	2,072	2,088
Coal	273	804	1,238	1,110
Crude Oil	11	56	159	243
Ethanol	52	139	558	845
Automotive	138	120	753	579
All Other	1,449	2,739	12,167	12,881

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	1/4/2015
			Date Week Ended:	1/10/2015

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	3		3
CT	0		
DE	0		
FL	0		
GA	0		
IA	201	113	88
ID	1		1
IL	553	553	
IN	0		
KS	119	105	14
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	573	540	33
MO	0		
MS	0		
MT	648	444	204
NC	0		
ND	1,050	661	389
NE	600	508	92
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	0		
OR	0		
PA	0		

ATTACHMENT A

RI		0				
SC		0				
SD		949		881		68
TN		0				
TX		217		217		
UT		0				
VA		0				
VT		0				
WA		0				
WI		17				17
WV		0				
WY		12				12
Total		4,943		4,022		921

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 1/4/2015	Date Week Ended: 1/10/2015
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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	18	8.3		12		
CO	97	22.6	21	24	27	
CT						
DE						
FL						
GA						
IA	275	18.5	35	24		
ID			4		14	
IL				2		
IN						
KS	271	12.6	42	31	139	
KY						
LA						
MA						
MD						
ME						
MI						
MN	334	18.1	150	143		
MO	32	13.8		30		
MS						
MT	1,310	21.9	119	460	169	
NC						
ND	3,241	19.9	621	1,368	267	
NE	377	14.4	168	120	49	
NH						
NJ						
NM	2	29.0		8		
NV						
NY						
OH						
OK				109		
OR	5	29.0	3	4		
PA						
RI						
SC						
SD	551	18.7	53	93	72	
TN	9	11.0				
TX	75	5.1	124	168		
UT						
VA						

ATTACHMENT A

VT							
WA	650	18.8	2.4	85	119		
WI	136	13.5	20	2	23		
WV							
WY	102	17.4	30	52			
TOTAL	7,485	19.1	1,414	2,736	879	0	

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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

Region (Please Specify Destination Region)	Trip Plan	Trip Performance			
	Jan Plan	1/10/2015	1/3/2015	12/27/2014	12/20/2014
System	2.5	2.4	2.5	2.5	2.6
CA	2.0	2.6	2.3	2.3	2.5
Gulf	3.0	2.8	2.2	2.3	3.4
Mexico	1.4	1.3	2.0	1.6	1.2
PNW	2.5	2.3	2.4	2.5	2.5
West TX	3.3	2.7	3.2	3.3	4.5

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	50.0	49.7
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.4