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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, appearing to read "Jill K. Mulligan".

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

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

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

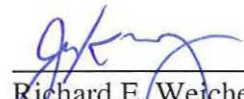
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
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January 21, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	1/11/2015
			Date Week Ended:	1/17/2015

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

Intermodal	34.6
Grain unit	22.4
Coal unit	18.8
Automotive unit	24.4
Crude oil unit	23.2
Ethanol unit	22.5
Manifest	21.8
All Other	21.5

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

System Average	26.7
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	39.4
Denver, CO	33.9
Fort Worth, TX	27.1
Galesburg, IL	36.3
Kansas City, KS	25.4
Lincoln, NE	30.8
Memphis, TN	15.7
Northtown, MN	41.8
Pasco, WA	32.0
Tulsa, OK	25.9

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

Box	11,553
Covered hopper	70,940
Gondola	8,421
Intermodal	15,845
Multilevel (automotive)	5,390
Open hopper	65,835
Tank	53,576
Other	10,457
Total	242,017

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

Grain	9.8
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ATTACHMENT A

Coal	3.2
Automotive	28.4
Crude Oil	5.1
Ethanol	11.1
All Other Unit Trains	7.5

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	10	0	0	0	29	Road, Terminal, Other	39
Grain unit	15	2	2	6	52	Road, Terminal, Other	77
Coal unit	56	0	13	7	196	Road, Terminal, Other	272
Automotive unit	4	0	0	0	10	Road, Terminal, Other	14
Crude oil unit	4	4	0	4	55	Road, Terminal, Other	67
Ethanol unit	5	0	0	0	6	Road, Terminal, Other	11
Other unit	2	0	5	0	28	Road, Terminal, Other	35
All other trains	35	4	11	7	179	Road, Terminal, Other	236
Total	131	10	31	24	555	Road, Terminal, Other	751

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	95	827	679	2,114
Grain	395	897	2,546	2,724
Coal	100	745	732	1,089
Crude Oil	13	70	191	511
Ethanol	27	58	698	961
Automotive	116	85	992	471
All Other	1,013	2,191	12,526	15,815

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 1/11/2015
			Date Week Ended: 1/17/2015

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	9		9
CO	146	98	48
CT	0		
DE	0		
FL	0		
GA	0		
IA	838	559	279
ID	9		9
IL	662	662	
IN	0		
KS	415	332	83
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,056	757	299
MO	116	112	4
MS	0		
MT	1,260	885	375
NC	0		
ND	2,566	1,210	1,356
NE	991	870	121
NH	0		
NJ	0		
NM	5		5
NV	0		
NY	0		
OH	0		
OK	0		
OR	24		24
PA	0		

ATTACHMENT A

RI	0				
SC	0				
SD	3,228		3,070		158
TN	0				
TX	561		437		124
UT	0				
VA	0				
VT	0				
WA	0				
WI	46				46
WV	0				
WY	87				87
Total	12,022		8,992		3,030

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	1/11/2015
			Date Week Ended:	1/17/2015

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						
CA	16	14.4		5		
CO	55	14.6		59	17	
CT						
DE						
FL						
GA						
IA	270	21.3	22	100		
ID	4	5.5				
IL				1		
IN						
KS	228	14.0	29	24		
KY						
LA						
MA						
MD						
ME						
MI						
MN	259	21.3	24	248	54	
MO	32	20.8	10	4		
MS						
MT	969	21.5	109	321	119	
NC						
ND	2,704	18.2	322	1,078	412	
NE	422	11.2	81	238	1	
NH						
NJ						
NM				4		
NV						
NY						
OH						
OK				8		
OR	3	7.0		5		
PA						
RI						
SC						
SD	442	20.1	77	224		
TN	1	18.0		7		
TX	161	5.4	31	127	24	
UT						
VA						

ATTACHMENT A

VT									
WA	385	15.2			198		240		
WI	35	13.4			96				
WV									
WY	102	17.0			73		5		
TOTAL	6,088	17.9		705	2,820		872		0

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Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 1/11/2015
			Date Week Ended: 1/17/2015

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			
	Jan Plan	1/17/2015	1/10/2015	1/3/2015	12/27/2014
System	2.5	2.4	2.4	2.5	2.5
CA	2.0	2.4	2.6	2.3	2.3
Gulf	3.0	2.4	2.8	2.2	2.3
Mexico	1.4	1.2	1.3	2.0	1.6
PNW	2.5	2.3	2.3	2.4	2.5
West TX	3.3	3.4	2.7	3.2	3.3

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	48.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.7