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February 25, 2015

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
February 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,

A handwritten signature in black 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,



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February 25, 2015

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	2/15/2015
			Date Week Ended:	2/21/2015

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

Intermodal	35.1
Grain unit	23.6
Coal unit	19.5
Automotive unit	27.3
Crude oil unit	23.2
Ethanol unit	21.5
Manifest	21.6
All Other	20.2

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

System Average	26.9

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

Barstow, CA	41.2
Denver, CO	28.6
Fort Worth, TX	28.5
Galesburg, IL	35.3
Kansas City, KS	31.2
Lincoln, NE	31.6
Memphis, TN	17.8
Northtown, MN	38.5
Pasco, WA	30.5
Tulsa, OK	23.2

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

Box	11,141
Covered hopper	68,349
Gondola	8,541
Intermodal	15,374
Multilevel (automotive)	5,823
Open hopper	65,718
Tank	51,475
Other	10,504
Total	236,925

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

ATTACHMENT A

Grain	8.4
Coal	3.1
Automotive	23.6
Crude Oil	3.7
Ethanol	12.4
All Other Unit Trains	7.6

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	14	0	9	0	9	Road, Terminal, Other	32
Grain unit	10	2	14	6	44	Road, Terminal, Other	76
Coal unit	22	0	5	3	179	Road, Terminal, Other	209
Automotive unit	0	0	11	0	11	Road, Terminal, Other	22
Crude oil unit	2	2	0	3	41	Road, Terminal, Other	48
Ethanol unit	0	2	2	0	8	Road, Terminal, Other	12
Other unit	3	3	20	0	37	Road, Terminal, Other	63
All other trains	22	2	46	0	151	Road, Terminal, Other	221
Total	73	11	107	12	480	Road, Terminal, Other	683

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	191	998	645	2,743
Grain	380	683	2,109	2,663
Coal	25	548	550	1,029
Crude Oil	3	31	91	455
Ethanol	21	75	726	978
Automotive	36	64	1,086	731
All Other	790	1,449	11,926	14,844

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	2/15/2015
			Date Week Ended:	2/21/2015

7. Weekly total grain cars loaded and billed, reported by State, aggregated for the following Standard Transportation Commodity Codes (STCCs): 01131 (barley), 01122 (corn), 01123 (sorghum)

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	370	334	36
CT	0		
DE	0		
FL	0		
GA	0		
IA	445	325	120
ID	9		9
IL	659	650	9
IN	0		
KS	840	775	65
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,587	1,440	147
MO	348	335	13
MS	0		
MT	1,460	882	578
NC	0		
ND	2,229	1,320	909
NE	1,062	771	291
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	334	334	
OR	3		3
PA	0		

ATTACHMENT A

RI	0		
SC	0		
SD	1,873	1,658	215
TN	0		
TX	452	327	125
UT	0		
VA	0		
VT	0		
WA	407	223	184
WI	97		97
WV	0		
WY	14		14
Total	12,189	9,374	2,815

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 2/15/2015
			Date Week Ended: 2/21/2015

8. For the aggregated STCCs in item 7, report by State the following: a. ~~Running total number of~~

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				5		
CA	10	23.0	2	2		
CO	31	7.1	9	131		
CT						
DE						
FL						
GA						
IA	208	17.9	13	65		
ID						
IL				2		
IN						
KS	329	22.1		68	15	
KY						
LA						
MA						
MD						
ME						
MI						
MN	112	11.9	27	112	110	
MO	31	12.8		18		
MS						
MT	419	17.4	154	516	26	
NC						
ND	1,096	16.8	195	1,008	111	
NE	164	7.0	37	199	8	
NH						
NJ						
NM						
NV						
NY						
OH						
OK				1		
OR	5	14.6		6		
PA						
RI						
SC						
SD	323	25.2		370	10	
TN				3		
TX	118	7.6	15	140		
UT						
VA						

VT									
WA	168								
WI	15		10.7		48		56		
WV			12.0				79		
WY	103		11.3		5		73		
TOTAL	3,132		16.7		505		2,854	280	0

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 2/15/2015
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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

Region (Please Specify Destination Region)	Trip Plan	Trip Performance			
	Feb Plan	2/21/2015	2/14/2015	2/7/2015	1/31/2015
System	2.5	2.7	2.6	2.5	2.6
CA	2.1	2.6	2.6	2.3	3.0
Gulf	2.8	3.1	3.3	2.9	3.3
Mexico	1.3	0.9	1.8	1.8	2.0
PNW	2.5	2.7	2.6	2.4	2.6
West TX	3.1	3.1	4.5	3.2	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	52.0
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	4.0	2.9