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March 4, 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
March 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,

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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March 4, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	2/22/2015
			Date Week Ended:	2/28/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	33.3
Grain unit	22.0
Coal unit	18.8
Automotive unit	26.1
Crude oil unit	23.4
Ethanol unit	20.7
Manifest	21.2
All Other	19.9

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.7

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	39.8
Denver, CO	30.5
Fort Worth, TX	27.9
Galesburg, IL	37.9
Kansas City, KS	27.9
Lincoln, NE	28.1
Memphis, TN	15.2
Northtown, MN	41.0
Pasco, WA	30.7
Tulsa, OK	26.2

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,105
Covered hopper	67,733
Gondola	8,569
Intermodal	15,463
Multilevel (automotive)	5,611
Open hopper	65,830
Tank	51,356
Other	10,202
Total	235,869

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

ATTACHMENT A

Grain	7.0
Coal	3.1
Automotive	21.5
Crude Oil	3.5
Ethanol	18.0
All Other Unit Trains	14.1

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	13	0	30	Road, Terminal, Other	43
Grain unit	14	2	12	2	57	Road, Terminal, Other	87
Coal unit	15	0	10	3	183	Road, Terminal, Other	211
Automotive unit	3	0	0	3	22	Road, Terminal, Other	28
Crude oil unit	7	0	3	1	26	Road, Terminal, Other	37
Ethanol unit	0	0	2	0	9	Road, Terminal, Other	11
Other unit	8	5	16	0	32	Road, Terminal, Other	61
All other trains	16	2	36	4	170	Road, Terminal, Other	228
Total	63	9	92	13	529	Road, Terminal, Other	706

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	155	1,027	470	2,648
Grain	295	610	2,126	2,550
Coal	211	1,123	500	778
Crude Oil	2	26	92	267
Ethanol	38	67	988	792
Automotive	55	94	1,105	705
All Other	809	1,649	12,427	14,091

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	2/22/2015
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7. Weekly total grain cars loaded and billed, reported by State, aggregated for the following Standard Transportation Commodity Codes (STCCs): 01131 (barley), 01122 (oats), 01123 (wheat)

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	12		12
CO	249	224	25
CT	0		
DE	0		
FL	0		
GA	0		
IA	398	221	177
ID	7		7
IL	334	333	1
IN	0		
KS	1,019	981	38
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	3		3
MN	655	544	111
MO	230	225	5
MS	0		
MT	1,097	777	320
NC	0		
ND	1,594	886	708
NE	1,186	999	187
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	112	110	2
OR	5		5
PA	0		

ATTACHMENT A

RI	0		
SC	0		
SD	2,386	2,070	316
TN	0		
TX	246	218	28
UT	0		
VA	0		
VT	0		
WA	282	106	176
WI	155	103	52
WV	0		
WY	55		55
Total	10,025	7,797	2,228

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	2/22/2015
			Date Week Ended:	2/28/2015

8. For the aggregated STCCs in item 7, report by State the following: a.

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			2	15		
CO	17	6.4		31		
CT						
DE						
FL						
GA						
IA	127	20.0	24	86		
ID						
IL						
IN						
KS	190	25.6	49	64	99	
KY						
LA						
MA						
MD						
ME						
MI						
MN	119	12.2	17	78		
MO	1	15.0		35		
MS						
MT	523	11.2	186	176	58	
NC						
ND	823	16.3	469	789	253	
NE	158	8.5	73	198	3	
NH						
NJ						
NM						
NV						
NY						
OH						
OK				5		
OR	2	2.0		5		
PA						
RI						
SC						
SD	216	42.5	16	112	72	
TN				1		
TX	73	9.7	77	89		
UT				4		

ATTACHMENT A

VA							
VT							
WA	218	6.3	2	151	2		
WI	19	15.8	1	47			
WV							
WY	83	8.7	20	39			
TOTAL	2,569	16.3	936	1,925	487	0	

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 2/22/2015
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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	2/28/2015	2/21/2015	2/14/2015	2/7/2015
System	2.5	2.8	2.7	2.6	2.5
CA	2.1	2.1	2.6	2.6	2.3
Gulf	2.8	2.3	3.1	3.3	2.9
Mexico	1.3	1.7	0.9	1.8	1.8
PNW	2.5	3.0	2.7	2.6	2.4
West TX	3.1	3.6	3.1	4.5	3.2

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	51.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	4.0	3.1