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March 18, 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 19, 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 blue ink, appearing to be "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 18, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/8/2015
			Date Week Ended:	3/14/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	30.8
Grain unit	21.2
Coal unit	18.8
Automotive unit	23.7
Crude oil unit	19.5
Ethanol unit	20.5
Manifest	20.4
All Other	19.2

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	43.5
Denver, CO	28.9
Fort Worth, TX	26.5
Galesburg, IL	32.3
Kansas City, KS	28.1
Lincoln, NE	26.5
Memphis, TN	19.0
Northtown, MN	34.3
Pasco, WA	28.7
Tulsa, OK	26.1

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,166
Covered hopper	69,120
Gondola	8,782
Intermodal	16,181
Multilevel (automotive)	6,328
Open hopper	65,427
Tank	52,315
Other	10,097
Total	239,416

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	8.2
Coal	3.0

Automotive	21.4
Crude Oil	8.6
Ethanol	14.1
All Other Unit Trains	11.3

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	7	0	13	0	75	Road, Terminal, Other	95
Grain unit	25	4	10	2	65	Road, Terminal, Other	106
Coal unit	37	0	27	0	170	Road, Terminal, Other	234
Automotive unit	6	0	4	0	22	Road, Terminal, Other	32
Crude oil unit	15	0	1	0	55	Road, Terminal, Other	71
Ethanol unit	4	0	2	0	6	Road, Terminal, Other	12
Other unit	17	0	17	5	44	Road, Terminal, Other	83
All other trains	62	8	40	4	169	Road, Terminal, Other	283
Total	173	12	114	11	606	Road, Terminal, Other	916

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	127	709	845	2,095
Grain	291	703	1,695	2,287
Coal	120	988	146	679
Crude Oil	124	225	433	787
Ethanol	50	49	578	822
Automotive	132	122	1,535	631
All Other	1,012	1,599	12,453	12,998

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 3/8/2015
			Date Week Ended: 3/14/2015

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	162	110	52
CT	0		
DE	0		
FL	0		
GA	0		
IA	678	444	234
ID	10		10
IL	222	222	
IN	0		
KS	1,053	986	67
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,075	765	310
MO	231	221	10
MS	0		
MT	1,072	776	296
NC	2		2
ND	2,405	1,432	973
NE	1,654	1,421	233
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	112	112	
OR	14		14
PA	0		

Attachment A

RI	0		
SC	0		
SD	2,502	2,316	186
TN	0		
TX	732	654	78
UT	0		
VA	0		
VT	0		
WA	336	224	112
WI	35		35
WV	0		
WY	78		78
Total	12,373	9,683	2,690

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 3/8/2015
			Date Week Ended: 3/14/2015

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	5	8.6	5			
CO	25	3.8	7	31		
CT						
DE						
FL						
GA						
IA	100	18.4	22	137		
ID						
IL						
IN						
KS	100	40.8	4	43		
KY						
LA						
MA						
MD						
ME						
MI						
MN	105	13.1	8	279		
MO				13		
MS						
MT	309	11.6	72	340		
NC						
ND	869	10.3	85	991	47	
NE	126	7.8	62	97		
NH						
NJ						
NM						
NV						
NY						
OH						
OK				112		
OR	3	3.0				
PA						
RI						
SC						
SD	146	31.0	33	319	16	
TN				2		
TX	42	8.9	2	65		
UT						
VA						

VT									
WA		66							
WI			3.7		24		84		
WV							32		
WY		57	9.5				115	9	
TOTAL		1,953	13.6		324		2,661	72	0

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 3/8/2015
			Date Week Ended: 3/14/2015

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			
	Mar Plan	3/14/2015	3/7/2015	2/28/2015	2/21/2015
System	2.5	2.7	2.6	2.8	2.7
CA	2.3	2.1	2.5	2.1	2.6
Gulf	3.0	2.8	2.5	2.3	3.1
Mexico	1.4	1.6	1.6	1.7	0.9
PNW	2.5	2.9	2.6	3.0	2.7
West TX	3.4	3.0	3.6	3.6	3.1

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	50.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.1