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March 11, 2015

237995

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 18, 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", with a large, stylized loop at the end.

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

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

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

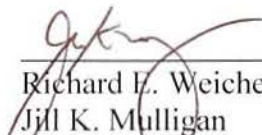
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
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March 11, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/1/2015
			Date Week Ended:	3/7/2015

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

Intermodal	32.2
Grain unit	22.6
Coal unit	19.6
Automotive unit	24.9
Crude oil unit	23.3
Ethanol unit	19.6
Manifest	20.9
All Other	19.0

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

System Average	26.9
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	44.4
Denver, CO	33.2
Fort Worth, TX	28.9
Galesburg, IL	32.5
Kansas City, KS	30.4
Lincoln, NE	27.9
Memphis, TN	15.8
Northtown, MN	38.5
Pasco, WA	33.2
Tulsa, OK	26.8

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

Box	11,215
Covered hopper	69,074
Gondola	8,693
Intermodal	15,847
Multilevel (automotive)	5,645
Open hopper	65,260
Tank	51,334
Other	10,286
Total	237,354

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

Grain	6.9
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Coal	3.1
Automotive	26.5
Crude Oil	3.6
Ethanol	10.7
All Other Unit Trains	9.8

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	5	0	81	Road, Terminal, Other	88
Grain unit	22	0	17	2	64	Road, Terminal, Other	105
Coal unit	31	3	14	0	170	Road, Terminal, Other	218
Automotive unit	6	0	6	0	18	Road, Terminal, Other	30
Crude oil unit	5	0	0	0	42	Road, Terminal, Other	47
Ethanol unit	6	0	0	0	6	Road, Terminal, Other	12
Other unit	12	0	12	0	61	Road, Terminal, Other	85
All other trains	38	5	35	5	211	Road, Terminal, Other	294
Total	122	8	89	7	653	Road, Terminal, Other	879

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	113	517	588	2,038
Grain	226	799	2,313	2,289
Coal	98	899	927	1,126
Crude Oil	3	31	110	315
Ethanol	44	34	373	949
Automotive	78	137	1,214	808
All Other	848	1,690	13,196	14,769

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/1/2015
			Date Week Ended:	3/7/2015

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	4		4
CO	69	0	69
CT	0		
DE	0		
FL	0		
GA	0		
IA	207	110	97
ID	8		8
IL	655	655	
IN	0		
KS	906	772	134
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,171	993	178
MO	258	227	31
MS	0		
MT	1,290	885	405
NC	0		
ND	2,517	1,773	744
NE	1,236	1,084	152
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	114	112	2
OR	5		5
PA	0		

RI	0			
SC	0			
SD	1,712	1,446		266
TN	0			
TX	236	106		130
UT	0			
VA	0			
VT	0			
WA	67	2		65
WI	26			26
WV	0			
WY	46			46
Total	10,527	8,165		2,362

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/1/2015
			Date Week Ended:	3/7/2015

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	4	3.0		6		
CO	7	2.9		23		
CT						
DE						
FL						
GA						
IA	137	15.8	96	45		
ID					1	
IL						
IN						
KS	186	28.5	12	68	12	
KY						
LA						
MA						
MD						
ME						
MI						
MN	120	10.5	4	220	33	
MO	11	4.0		21		
MS						
MT	366	13.4	53	524	101	
NC						
ND	976	14.9	62	918	31	
NE	130	5.0	12	174	120	
NH						
NJ						
NM						
NV						
NY						
OH						
OK				2		
OR				3		
PA						
RI						
SC						
SD	209	33.1		287		
TN	2	2.0		1		
TX	73	7.5	7	95		
UT						

ATTACHMENT A

VA										
VT										
WA	73		9.6		25		96			
WI	20		22.1				41			
WV										
WY	116		12.2		6		36			
TOTAL	2,430		16.0		277		2,560	298		0

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 3/1/2015
			Date Week Ended: 3/7/2015

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	3/7/2015	2/28/2015	2/21/2015	2/14/2015
System	2.5	2.6	2.8	2.7	2.6
CA	2.3	2.5	2.1	2.6	2.6
Gulf	3.0	2.5	2.3	3.1	3.3
Mexico	1.4	1.6	1.7	0.9	1.8
PNW	2.5	2.6	3.0	2.7	2.6
West TX	3.4	3.6	3.6	3.1	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	49.6
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.6