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April 8, 2015

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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

ENTERED  
Office of Proceedings  
April 8, 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,

  
Jill K. Mulligan

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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

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**UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION**

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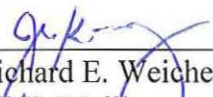
**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

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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Richard E. Weicher  
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April 8, 2015

## EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/29/2015
			Date Week Ended:	4/4/2015

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

Intermodal	31.9
Grain unit	21.5
Coal unit	20.0
Automotive unit	25.3
Crude oil unit	22.7
Ethanol unit	20.7
Manifest	20.8
All Other	19.8

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

System Average	26.0
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### 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	38.0
Denver, CO	28.9
Fort Worth, TX	23.5
Galesburg, IL	32.7
Kansas City, KS	30.4
Lincoln, NE	32.8
Memphis, TN	14.4
Northtown, MN	33.3
Pasco, WA	33.4
Tulsa, OK	26.3

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

Box	10,635
Covered hopper	69,791
Gondola	8,667
Intermodal	16,368
Multilevel (automotive)	6,795
Open hopper	64,524
Tank	52,554
Other	10,412
Total	239,746

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

Grain	7.0
Coal	2.7

Automotive	29.1
Crude Oil	3.4
Ethanol	12.5
All Other Unit Trains	13.7

## 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	5	0	38	5	24	Road, Terminal, Other	72
Grain unit	7	2	14	4	64	Road, Terminal, Other	91
Coal unit	27	0	43	0	109	Road, Terminal, Other	179
Automotive unit	5	0	9	0	16	Road, Terminal, Other	30
Crude oil unit	6	2	0	2	31	Road, Terminal, Other	41
Ethanol unit	0	0	4	0	4	Road, Terminal, Other	8
Other unit	8	0	23	3	28	Road, Terminal, Other	62
All other trains	38	13	33	3	132	Road, Terminal, Other	219
Total	96	17	164	17	408	Road, Terminal, Other	702

## 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	179	552	732	2,261
Grain	243	497	1,879	2,354
Coal	74	821	267	864
Crude Oil	0	29	104	432
Ethanol	14	46	738	869
Automotive	183	169	1,257	694
All Other	719	1,275	11,962	13,982



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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/29/2015
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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), 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	1		1
CA	3		3
CO	19		19
CT	0		
DE	0		
FL	0		
GA	0		
IA	422	330	92
ID	7		7
IL	1,209	1,207	2
IN	0		
KS	1,440	1,333	107
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,172	993	179
MO	110	110	
MS	0		
MT	1,335	998	337
NC	0		
ND	2,058	1,331	727
NE	882	779	103
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	336	335	1
OR	13		13
PA	0		

RI	0			
SC	0			
SD	1,245	1,008	237	
TN	0			
TX	386	335	51	
UT	0			
VA	0			
VT	0			
WA	266	108	158	
WI	154	109	45	
WV	0			
WY	12		12	
Total	11,070	8,976	2,094	

# EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	3/29/2015
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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	1	2.0		7		
CO	21	9.1	26	64		
CT						
DE						
FL						
GA						
IA	30	8.6	0	38		
ID						
IL				1		
IN						
KS	19	4.5	5	40		
KY						
LA						
MA						
MD						
ME						
MI						
MN	39	9.2	8	88		
MO	1	2.0	9	116		
MS						
MT	249	12.3	38	404	5	
NC						
ND	573	8.3	118	900	5	
NE	33	7.4	36	62	28	
NH						
NJ						
NM						
NV						
NY						
OH						
OK				1		
OR				1		
PA						
RI						
SC						
SD	5	17.0		50		
TN						
TX	26	2.3		60		
UT						
VA						



VT										
WA	2		1.0		1		121			
WI							44			
WV										
WY	2		4.0		1		15			
TOTAL	1,001		9.1		242		2,012	38		0

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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			
	April Plan	4/4/2015	3/28/2015	3/21/2015	3/14/2015
System	2.6	2.7	2.6	2.9	2.7
CA	2.3	2.0	2.5	2.8	2.1
Gulf	3.0	3.2	2.3	3.4	2.8
Mexico	1.5	1.5	1.7	2.0	1.6
PNW	2.6	2.8	2.7	2.8	2.9
West TX	3.4	2.7	3.2	3.5	3.0

### 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	2.0	2.6