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April 15, 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 15, 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 "JK" followed by a large, stylized "O" or "M".

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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April 15, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 4/5/2015
			Date Week Ended: 4/11/2015

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

Intermodal	32.2
Grain unit	21.7
Coal unit	21.0
Automotive unit	25.5
Crude oil unit	23.4
Ethanol unit	20.8
Manifest	22.0
All Other	20.2

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

System Average	24.8
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	38.1
Denver, CO	27.3
Fort Worth, TX	26.8
Galesburg, IL	31.2
Kansas City, KS	27.4
Lincoln, NE	32.1
Memphis, TN	15.1
Northtown, MN	31.0
Pasco, WA	28.9
Tulsa, OK	23.5

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

Box	10,640
Covered hopper	67,595
Gondola	8,622
Intermodal	16,280
Multilevel (automotive)	6,343
Open hopper	63,450
Tank	52,334
Other	10,260
Total	235,524

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

Grain	6.5
Coal	2.7
Automotive	23.9
Crude Oil	3.8
Ethanol	8.3
All Other Unit Trains	11.7

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	6	0	18	0	61	Road, Terminal, Other	85
Grain unit	11	0	13	4	46	Road, Terminal, Other	74
Coal unit	25	0	28	2	131	Road, Terminal, Other	186
Automotive unit	2	0	6	0	17	Road, Terminal, Other	25
Crude oil unit	3	0	6	0	24	Road, Terminal, Other	33
Ethanol unit	0	0	5	0	7	Road, Terminal, Other	12
Other unit	6	0	37	3	27	Road, Terminal, Other	73
All other trains	25	6	52	0	94	Road, Terminal, Other	177
Total	78	6	165	9	407	Road, Terminal, Other	665

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	217	634	937	2,719
Grain	205	585	1,612	2,034
Coal	77	727	590	782
Crude Oil	0	39	210	233
Ethanol	15	147	362	627
Automotive	103	92	1,154	611
All Other	729	1,279	10,587	12,220

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	4/5/2015
			Date Week Ended:	4/11/2015

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	289	221	68
CT	0		
DE	0		
FL	0		
GA	0		
IA	229	110	119
ID	12		12
IL	995	995	
IN	0		
KS	1,173	1,109	64
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,086	991	95
MO	352	330	22
MS	0		
MT	1,447	1,105	342
NC	0		
ND	1,837	1,002	835
NE	1,384	1,219	165
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	2		2
OR	15		15
PA	0		

RI	0			
SC	0			
SD	2,261	1,886		375
TN	0			
TX	703	549		154
UT	0			
VA	0			
VT	0			
WA	0			0
WI	78			78
WV	1			1
WY	25			25
Total	11,889	9,517		2,372

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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	9.0	9			
CO	6	4.7	3	55		
CT						
DE						
FL						
GA						
IA				135		
ID						
IL						
IN						
KS	18	10.6	12	47		
KY						
LA						
MA						
MD						
ME						
MI						
MN	30	7.2	27	59		
MO	1	7.0		14		
MS						
MT	151	17.5	47	244	6	
NC						
ND	297	8.4	153	884	36	
NE	2	5.5	32	177		
NH						
NJ						
NM			4			
NV						
NY						
OH						
OK				1		
OR	3	1.0				
PA						
RI						
SC						
SD	3	6.7	32	372		
TN						
TX			1	171		

Attachment A

UT						
VA						
VT						
WA	34	3.4	7	21		
WI			24	72		
WV						
WY	4	8.0		24		
TOTAL	550	10.5	351	2,276	42	0

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 4/5/2015
			Date Week Ended: 4/11/2015

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			
	April Plan	4/11/2015	4/4/2015	3/28/2015	3/21/2015
System	2.6	2.8	2.7	2.6	2.9
CA	2.3	2.7	2.0	2.5	2.8
Gulf	3.0	3.0	3.2	2.3	3.4
Mexico	1.5	1.6	1.5	1.7	2.0
PNW	2.6	2.8	2.8	2.7	2.8
West TX	3.4	3.8	2.7	3.2	3.5

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	49.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.1