



Jill K. Mulligan
Associate General Counsel

BNSF Railway Company
P.O. Box 961039
Fort Worth, TX 76161-0039
2500 Lou Menk Drive
Fort Worth, TX 76131-2828
817-352-2353 Direct
817-352-2399 Fax
Jill.mulligan@bnsf.com

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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

**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 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

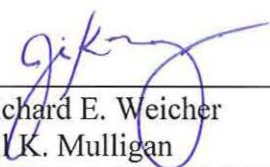
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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,



Richard E. Weicher
Jill K. Mulligan
BNSF RAILWAY COMPANY
2500 Lou Menk Drive
Fort Worth, Texas 76131

April 22, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	4/12/2015
			Date Week Ended:	4/18/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	31.9
Grain unit	21.9
Coal unit	20.5
Automotive unit	25.5
Crude oil unit	23.5
Ethanol unit	21.0
Manifest	21.4
All Other	20.9

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	36.1
Denver, CO	25.4
Fort Worth, TX	25.0
Galesburg, IL	27.8
Kansas City, KS	26.6
Lincoln, NE	30.3
Memphis, TN	14.8
Northtown, MN	28.1
Pasco, WA	32.2
Tulsa, OK	26.0

3. Total Cars On Line by Car Type for the Reporting Week	
Box	10,792
Covered hopper	66,701
Gondola	8,969
Intermodal	16,404
Multilevel (automotive)	6,287
Open hopper	62,593
Tank	52,088
Other	10,076
Total	233,910

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
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Grain	7.2
Coal	2.8
Automotive	21.9
Crude Oil	3.7
Ethanol	10.0
All Other Unit Trains	9.4

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	20	0	98	Road, Terminal, Other	124
Grain unit	12	0	8	2	126	Road, Terminal, Other	148
Coal unit	16	0	16	0	366	Road, Terminal, Other	398
Automotive unit	4	0	4	0	40	Road, Terminal, Other	48
Crude oil unit	2	0	8	0	60	Road, Terminal, Other	70
Ethanol unit	0	0	4	0	14	Road, Terminal, Other	18
Other unit	4	0	8	2	136	Road, Terminal, Other	150
All other trains	10	4	54	2	296	Road, Terminal, Other	366
Total	54	4	122	6	1,136	Road, Terminal, Other	1,322

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	909	717	2,367
Grain	255	926	1,252	1,878
Coal	208	639	470	703
Crude Oil	3	29	58	356
Ethanol	29	77	675	829
Automotive	80	84	1,191	789
All Other	621	1,585	10,601	12,176

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	4/12/2015
			Date Week Ended:	4/18/2015

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	114		114
CT	0		
DE	0		
FL	0		
GA	0		
IA	410	333	77
ID	9		9
IL	110	105	5
IN	0		
KS	1,118	1,109	9
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	742	665	77
MO	230	221	9
MS	0		
MT	1,302	893	409
NC	0		
ND	1,330	779	551
NE	1,269	1,119	150
NH	0		
NJ	0		
NM	4		4
NV	0		
NY	0		
OH	0		
OK	220	220	
OR	13		13
PA	0		

RI	0			
SC	0			
SD	1,328	1,212		116
TN	0			
TX	247	223		24
UT	0			
VA	0			
VT	0			
WA	67			67
WI	98			98
WV	0			
WY	29			29
Total	8,644	6,879		1,765

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 4/12/2015	Date Week Ended: 4/18/2015
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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				6		
AR						
AZ				2		
CA	2	5.0	2	11		
CO	5	3.0		34	7	
CT						
DE						
FL						
GA						
IA				1		
ID						
IL	1	2.0		1		
IN						
KS	8	11.4	5	43		
KY						
LA						
MA						
MD						
ME						
MI						
MN	8	6.4	2	143		
MO				10		
MS						
MT	169	8.9	21	229		
NC						
ND	203	8.3	108	604	15	
NE	141	2.1	3	174	23	
NH						
NJ						
NM				8		
NV						
NY						
OH						
OK						
OR	1	8.0		3		
PA						
RI						
SC						
SD	3	6.7	5	344	2	
TN						
TX				17	4	

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 4/12/2015
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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			
	April Plan	4/18/2015	4/11/2015	4/4/2015	3/28/2015
System	2.6	2.7	2.8	2.7	2.6
CA	2.3	2.3	2.7	2.0	2.5
Gulf	3.0	2.7	3.0	3.2	2.3
Mexico	1.5	1.8	1.6	1.5	1.7
PNW	2.6	2.8	2.8	2.8	2.7
West TX	3.4	3.5	3.8	2.7	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	48.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	1.9