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April 29, 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
April 29, 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 purple ink, appearing to read "J.K.M.", 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,



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April 29, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF

Year: 2015

Reporting Week:

Date Week Began: 4/19/2015

Date Week Ended: 4/25/2015

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

Intermodal	32.5
Grain unit	21.3
Coal unit	20.9
Automotive unit	25.1
Crude oil unit	22.7
Ethanol unit	21.8
Manifest	21.5
All Other	20.5

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

System Average	24.5
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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	24.9
Fort Worth, TX	24.1
Galesburg, IL	28.7
Kansas City, KS	29.7
Lincoln, NE	28.0
Memphis, TN	15.3
Northtown, MN	29.0
Pasco, WA	30.3
Tulsa, OK	23.5

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

Box	10,898
Covered hopper	66,936
Gondola	8,827
Intermodal	16,347
Multilevel (automotive)	6,394
Open hopper	62,840
Tank	52,015
Other	10,082
Total	234,339

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

Grain	6.6
Coal	2.6
Automotive	22.3
Crude Oil	2.7
Ethanol	6.7
All Other Unit Trains	8.4

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	
Intermodal	8	6	38	4		378
Grain unit	2	0	16	0	Road, Terminal, Other	90
Coal unit	13	0	12	4	Road, Terminal, Other	358
Automotive unit	4	0	6	0	Road, Terminal, Other	60
Crude oil unit	2	0	0	0	Road, Terminal, Other	22
Ethanol unit	0	0	8	0	Road, Terminal, Other	132
Other unit	46	6	100	8	Road, Terminal, Other	1,236
All other trains	12	0	20	0	Road, Terminal, Other	196
Total	92	12	200	16	Road, Terminal, Other	2,472

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	138	641	795	2,376
Grain	246	806	1,161	1,851
Coal	81	689	200	739
Crude Oil		34	39	268
Ethanol	33	89	515	695
Automotive	60	39	983	811
All Other	730	1,563	11,143	12,474

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: Date Week Ended:	4/19/2015 4/25/2015
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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	0		
CA	2		2
CO	256	219	37
CT	0		
DE	0		
FL	0		
GA	0		
IA	293	208	85
ID	9		9
IL	889	888	1
IN	0		
KS	1,402	1,328	74
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	920	779	141
MO	116	111	5
MS	0		
MT	427	222	205
NC	0		
ND	1,286	777	509
NE	1,321	896	425
NH	0		
NJ	0		
NM	4		4
NV	0		
NY	0		
OH	0		
OK	121	111	10
OR	4		4
PA	0		

RI	0			
SC	0			
SD	1,106	849		257
TN	0			
TX	564	549		15
UT	0			
VA	0			
VT	0			
WA	154	111		43
WI	147	114		33
WV	0			
WY	12			12
Total	9,033	7,162		1,871

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: Date Week Ended:	4/19/2015 4/25/2015
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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	0	0.0		5		
CO	0	0.0	3	124	1	
CT						
DE						
FL						
GA						
IA	0	0.0		42		
ID	0	0.0				
IL	3	1.0		5		
IN						
KS	38	1.2		68		
KY						
LA						
MA						
MD						
ME						
MI						
MN	34	4.3	5	68		
MO	0	0.0		24		
MS						
MT	106	9.9	22	301	9	
NC						
ND	332	6.8	31	454	20	
NE	1	1.0	26	187		
NH						
NJ						
NM	0	0.0				
NV						
NY						
OH						
OK	0	0.0				
OR	0	0.0		1		
PA						
RI						
SC						
SD	10	4.5		95	6	
TN	0	0.0				
TX	24	2.0		21		

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 4/19/2015
			Date Week Ended: 4/25/2015

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	4/25/2015	4/11/2015	4/4/2015	3/28/2015
System	2.6	2.6	2.8	2.7	2.6
CA	2.3	2.3	2.7	2.0	2.5
Gulf	3.0	2.4	3.0	3.2	2.3
Mexico	1.5	1.7	1.6	1.5	1.7
PNW	2.6	3.2	2.8	2.8	2.7
West TX	3.4	3.6	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	49.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	1.6