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June 24, 2015

238694

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
June 24, 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 "Jill K. Mulligan", written over a printed name.

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

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

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

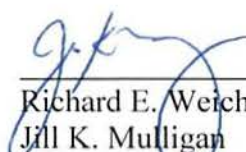
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
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June 24, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	6/14/2015
			Date Week Ended:	6/20/2015

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

Intermodal	30.9
Grain unit	22.8
Coal unit	19.4
Automotive unit	25.0
Crude oil unit	23.3
Ethanol unit	21.3
Manifest	20.6
All Other	19.3

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

System Average	26.1
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	37.9
Denver, CO	29.6
Fort Worth, TX	26.9
Galesburg, IL	29.0
Kansas City, KS	30.9
Lincoln, NE	35.9
Memphis, TN	19.1
Northtown, MN	32.0
Pasco, WA	35.6
Tulsa, OK	26.8

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

Box	11,278
Covered hopper	67,120
Gondola	8,655
Intermodal	16,905
Multilevel (automotive)	6,711
Open hopper	63,025
Tank	52,984
Other	10,916
Total	237,594

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

Grain	7.8
Coal	3.6

Automotive	27.8
Crude Oil	3.6
Ethanol	6.6
All Other Unit Trains	8.0

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	4	0	4	4	134	Road, Terminal, Other	146
Grain unit	6	0	14	6	88	Road, Terminal, Other	114
Coal unit	22	2	16	2	364	Road, Terminal, Other	406
Automotive unit	2	2	8	0	48	Road, Terminal, Other	60
Crude oil unit	0	0	2	4	42	Road, Terminal, Other	48
Ethanol unit	4	0	4	0	20	Road, Terminal, Other	28
Other unit	4	4	22	2	138	Road, Terminal, Other	170
All other trains	16	6	28	6	356	Road, Terminal, Other	412
Total	58	14	98	24	1,190	Road, Terminal, Other	1,384

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	89	370	736	2,065
Grain	184	496	1,610	1,814
Coal	162	604	875	868
Crude Oil	7	32	87	341
Ethanol	39	67	550	800
Automotive	120	114	1,241	807
All Other	792	1,708	11,211	12,808

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	6/14/2015
			Date Week Ended:	6/20/2015

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	2		2
CA	6		6
CO	24		24
CT	0		
DE	0		
FL	0		
GA	0		
IA	208	106	102
ID	11		11
IL	1,113	1,111	2
IN	0		
KS	459	446	13
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,242	1,013	229
MO	106	104	2
MS	0		
MT	887	669	218
NC	0		
ND	1,525	884	641
NE	683	561	122
NH	0		
NJ	1		1
NM	1		1
NV	0		
NY	0		
OH	0		
OK	122	113	9
OR	2		2
PA	0		

RI	0		
SC	0		
SD	913	668	245
TN	0		
TX	406	108	298
UT	0		
VA	0		
VT	1		1
WA	243	109	134
WI	140	113	27
WV	0		
WY	12		12
Total	8,107	6,005	2,102

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	6/14/2015
			Date Week Ended:	6/20/2015

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				6		
AR						
AZ						
CA						
CO	7	2.4		17		
CT						
DE						
FL						
GA						
IA	1	2.0		12		
ID						
IL				1		
IN						
KS			6	67	5	
KY						
LA						
MA						
MD						
ME						
MI						
MN			8	74		
MO				31		
MS						
MT	21	3.4	43	338	26	
NC						
ND	36	2.3	117	828	16	
NE			6	61		
NH						
NJ						
NM				1		
NV						
NY						
OH						
OK				34		
OR						
PA						
RI						
SC						
SD	2	2.0	4	332		
TN						
TX	1	2.0	9	144	72	
UT						
VA						

VT						
WA				66		
WI				14		
WV						
WY				8		
TOTAL	68	2.6	193	2,034	119	0

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 6/14/2015
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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			
	June Plan	6/20/2015	6/13/2015	6/6/2015	5/30/2015
System	2.5	2.6	2.4	2.8	2.5
CA	2.3	2.4	2.4	2.3	2.1
Gulf	3.0	2.6	1.7	2.6	3.2
Mexico	1.5	1.7	1.4	1.9	1.8
PNW	2.6	3.1	2.6	3.2	2.5
West TX	3.4	2.3	3.0	4.0	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	45.0	43.7
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.6