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July 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
July 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 black 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
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July 15, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 7/5/2015
			Date Week Ended: 7/11/2015

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

Intermodal	32.0
Grain unit	22.1
Coal unit	20.3
Automotive unit	25.0
Crude oil unit	22.3
Ethanol unit	18.9
Manifest	20.6
All Other	19.2

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

System Average	26.6
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	38.9
Denver, CO	31.3
Fort Worth, TX	25.8
Galesburg, IL	33.4
Kansas City, KS	33.7
Lincoln, NE	30.8
Memphis, TN	16.3
Northtown, MN	33.0
Pasco, WA	32.5
Tulsa, OK	28.2

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

Box	11,036
Covered hopper	68,287
Gondola	8,902
Intermodal	17,013
Multilevel (automotive)	6,104
Open hopper	62,370
Tank	52,660
Other	10,781
Total	237,155

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

Grain	9.9
Coal	2.8
Automotive	20.1
Crude Oil	4.2
Ethanol	14.2
All Other Unit Trains	8.7

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	23	0	32	0	38	Road, Terminal, Other	93
Grain unit	31	0	7	0	41	Road, Terminal, Other	79
Coal unit	46	5	16	3	115	Road, Terminal, Other	185
Automotive unit	12	0	8	0	12	Road, Terminal, Other	32
Crude oil unit	6	0	2	0	26	Road, Terminal, Other	34
Ethanol unit	0	0	2	0	8	Road, Terminal, Other	10
Other unit	26	0	17	0	50	Road, Terminal, Other	93
All other trains	55	17	26	0	121	Road, Terminal, Other	219
Total	199	22	110	3	411	Road, Terminal, Other	745

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	192	762	959	2,869
Grain	202	1,025	1,867	2,042
Coal	18	768	1,347	673
Crude Oil		39	49	298
Ethanol	25	42	508	727
Automotive	123	89	1,004	709
All Other	1,046	1,719	12,047	13,136

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	7/5/2015
			Date Week Ended:	7/11/2015

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			
AR			
AZ	0		
CA	4		4
CO	107		107
CT			
DE			
FL			
GA			
IA	413	220	193
ID	10		10
IL	1,568	1,564	4
IN	2		2
KS	270	223	47
KY			
LA			
MA			
MD			
ME			
MI			
MN	911	772	139
MO	112	112	
MS			
MT	864	337	527
NC			
ND	2,306	1,554	752
NE	600	450	150
NH			
NJ			
NM			
NV			
NY			
OH			
OK	110	110	
OR	1		1
PA			

RI				
SC				
SD	1,282	1,220	62	
TN	1		1	
TX	296	225	71	
UT				
VA				
VT				
WA	233	221	12	
WI	149	111	38	
WV				
WY	10		10	
Total	9,249	7,119	2,130	

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 7/5/2015
			Date Week Ended: 7/11/2015

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						
AR						
AZ						
CA				1		
CO			2	14		
CT						
DE						
FL						
GA						
IA	1	1.0		41		
ID						
IL				4		
IN						
KS			7	132		
KY						
LA						
MA						
MD						
ME						
MI						
MN	1	3.0	8	322		
MO				6		
MS						
MT	15	2.1	24	315	16	
NC						
ND	75	1.7	193	1,283	7	
NE			5	41		
NH						
NJ						
NM				2		
NV						
NY						
OH						
OK			24	45		
OR						
PA						
RI						
SC						
SD	8	2.6	2	113		
TN						
TX	9	3.0	1	46		

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			Date Week Ended: 7/11/2015

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			
	July Plan	7/11/2015	7/4/2015	6/27/2015	6/20/2015
System	2.6	2.2	2.6	2.5	2.6
CA	2.4	2.2	2.7	2.2	2.4
Gulf	3.0	5.3	3.8	1.7	2.6
Mexico	1.6	1.6	1.6	1.4	1.7
PNW	2.7	2.3	3.0	2.8	3.1
West TX	3.4	2.7	2.0	3.4	2.3

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	44.0	43.9
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.1