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August 12, 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
August 12, 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 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,



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August 12, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	8/2/2015
			Date Week Ended:	8/8/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	32.4
Grain unit	22.4
Coal unit	20.2
Automotive unit	24.7
Crude oil unit	23.2
Ethanol unit	20.3
Manifest	21.3
All Other	19.0

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	39.6
Denver, CO	34.3
Fort Worth, TX	25.6
Galesburg, IL	29.5
Kansas City, KS	35.7
Lincoln, NE	34.8
Memphis, TN	13.7
Northtown, MN	29.9
Pasco, WA	29.1
Tulsa, OK	25.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,193
Covered hopper	69,895
Gondola	9,077
Intermodal	16,495
Multilevel (automotive)	6,123
Open hopper	62,728
Tank	52,632
Other	10,679
Total	238,822

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	7.2
Coal	2.6

Automotive	21.5
Crude Oil	4.5
Ethanol	9.3
All Other Unit Trains	5.4

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	7	0	33	0	34	Road, Terminal, Other	74
Grain unit	13	4	2	0	51	Road, Terminal, Other	70
Coal unit	41	0	3	6	104	Road, Terminal, Other	154
Automotive unit	0	0	5	0	10	Road, Terminal, Other	15
Crude oil unit	5	0	8	2	17	Road, Terminal, Other	32
Ethanol unit	3	0	0	0	6	Road, Terminal, Other	9
Other unit	14	0	11	4	47	Road, Terminal, Other	76
All other trains	50	14	33	3	111	Road, Terminal, Other	211
Total	133	18	95	15	380	Road, Terminal, Other	641

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	78	835	550	2,370
Grain	174	591	1,750	2,161
Coal	165	1,269	213	1,161
Crude Oil	3	155	44	361
Ethanol	75	76	511	857
Automotive	79	81	902	800
All Other	930	1,498	11,793	14,079

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 8/2/2015
			Date Week Ended: 8/8/2015

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	171	111	60
CT	0		
DE	0		
FL	1		1
GA	0		
IA	387	113	274
ID	7		7
IL	782	671	111
IN	1		1
KS	603	446	157
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	5		5
MN	1,291	1,211	80
MO	224	223	1
MS	0		
MT	1,765	1,228	537
NC	0		
ND	2,957	1,796	1,161
NE	942	670	272
NH	0		
NJ	0		
NM	8		8
NV	0		
NY	0		
OH	0		
OK	0		
OR	22		22
PA	0		

RI	0		
SC	0		
SD	1,672	1,216	456
TN	0		
TX	249	218	31
UT	0		
VA	0		
VT	0		
WA	218	110	108
WI	22	0	22
WV	0		
WY	80		80
Total	11,407	8,013	3,394

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 8/2/2015
			Date Week Ended: 8/8/2015

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				1		
CA				4		
CO	7	5.0	4	42		
CT						
DE						
FL						
GA						
IA			19	41		
ID						
IL				1		
IN						
KS	4	3.8	4	156		
KY						
LA						
MA						
MD						
ME						
MI						
MN	12	2.0	21	198	3	
MO				113		
MS						
MT	24	6.0	28	339	7	
NC						
ND	147	3.7	145	1,455		
NE	15	8.4	20	210		
NH						
NJ						
NM	4	6.0		9		
NV						
NY						
OH						
OK	7	3.0		45		
OR				5		
PA						
RI						
SC						
SD	52	1.2		640		
TN						
TX	1	6.0		5		
UT						
VA						

VT						
WA	71	1.9	28	149		
WI			10	66		
WV						
WY	13	7.1		56		
TOTAL	357	3.5	279	3,535	10	

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 8/2/2015
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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			
	August Plan	8/8/2015	8/1/2015	7/25/2015	7/18/2015
System	2.6	2.7	2.3	2.8	2.6
CA	2.4	2.4	1.9	2.4	2.6
Gulf	3.0	3.2	3.0	2.5	2.7
Mexico	1.6	1.0	0.6	2.2	1.8
PNW	2.7	3.0	3.0	2.7	2.5
West TX	3.4	3.6	3.5	3.5	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	47.0	50.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.0