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January 28, 2015

237644

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  
January 28, 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 dark ink, appearing to be "J.K. Mulligan", written over a printed name.

Jill K. Mulligan

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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

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**UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION**

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**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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Richard E. Weicher  
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2500 Lou Menk Drive  
Fort Worth, Texas 76131

January 28, 2015

## EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 1/18/2015
			Date Week Ended: 1/24/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	34.5
Grain unit	23.2
Coal unit	19.4
Automotive unit	26.7
Crude oil unit	24.7
Ethanol unit	22.3
Manifest	21.7
All Other	20.2

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	39.3
Denver, CO	32.3
Fort Worth, TX	26.1
Galesburg, IL	33.0
Kansas City, KS	31.2
Lincoln, NE	32.8
Memphis, TN	13.2
Northtown, MN	34.8
Pasco, WA	29.7
Tulsa, OK	26.2

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,657
Covered hopper	70,461
Gondola	8,652
Intermodal	15,669
Multilevel (automotive)	5,950
Open hopper	67,689
Tank	53,116
Other	10,709
Total	243,903

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	7.4

Coal	2.9
Automotive	21.9
Crude Oil	3.2
Ethanol	11.4
All Other Unit Trains	9.8

## 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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	19	0	5	0	15	Road, Terminal, Other	39
Grain unit	20	4	0	4	50	Road, Terminal, Other	78
Coal unit	41	3	25	6	180	Road, Terminal, Other	255
Automotive unit	3	0	8	3	18	Road, Terminal, Other	32
Crude oil unit	2	0	3	2	37	Road, Terminal, Other	44
Ethanol unit	0	0	0	0	5	Road, Terminal, Other	5
Other unit	12	0	7	0	33	Road, Terminal, Other	52
All other trains	39	0	12	4	223	Road, Terminal, Other	278
Total	136	7	60	19	561	Road, Terminal, Other	783

## 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	162	652	842	2,427
Grain	339	1,061	1,973	2,475
Coal	45	882	1,046	1,040
Crude Oil	4	72	223	420
Ethanol	25	78	619	892
Automotive	31	52	1,191	633
All Other	922	1,906	12,322	15,833



### EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	1/18/2015
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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	3		3
CO	154	113	41
CT	0		
DE	0		
FL	0		
GA	0		
IA	217	217	
ID	5		5
IL	441	439	2
IN	0		
KS	924	774	150
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	1,114	999	115
MO	364	335	29
MS	0		
MT	1,084	668	416
NC	0		
ND	2,784	1,983	801
NE	1,145	882	263
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	2		2
OR	13		13
PA	0		

RI	0			
SC	0			
SD	2,257	2,086	171	
TN	0			
TX	518	326	192	
UT	0			
VA	0			
VT	0			
WA	476	328	148	
WI	59		59	
WV	0			
WY	61		61	
Total	11,622	9,150	2,472	

**EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION**

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began:	1/18/2015
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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						
AR						
AZ						
CA	17	14.1		6		
CO	47	12.4	2	140		
CT						
DE						
FL						
GA						
IA	251	18.2	24	136		
ID	4	12.5				
IL				9		
IN						
KS	291	13.8	23	101		
KY						
LA						
MA						
MD						
ME						
MI						
MN	256	19.9	5	108	110	
MO	23	12.8	10	28		
MS						
MT	1,097	19.3	51	265	14	
NC						
ND	2,671	17.9	108	1,150	243	
NE	262	12.3	3	202	144	
NH						
NJ						
NM						
NV						
NY						
OH						
OK				10		
OR	6	8.5		1		
PA						
RI						
SC						
SD	446	21.5		258	48	
TN	6	7.0	10	5		
TX	140	5.4	30	173		
UT						
VA						



## ATTACHMENT A

VT							
WA	386	14.7					
WI	10	19.0	5		103		26
WV					55		
WY	38	9.4			68		
TOTAL	5,951	17.4	271		2,818		585
							0

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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			
	Jan Plan	1/24/2015	1/17/2015	1/10/2015	1/3/2015
System	2.5	2.8	2.4	2.4	2.5
CA	2.0	2.5	2.4	2.6	2.3
Gulf	3.0	3.6	2.4	2.8	2.2
Mexico	1.4	2.0	1.2	1.3	2.0
PNW	2.5	2.6	2.3	2.3	2.4
West TX	3.3	2.9	3.4	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	53.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.9