



Jill K. Mulligan  
Associate General Counsel

BNSF Railway Company  
P.O. Box 961039  
Fort Worth, TX 76161-0039  
2500 Lou Menk Drive  
Fort Worth, TX 76131-2828  
817-352-2353 Direct  
817-352-2399 Fax  
Jill.mulligan@bnsf.com

February 18, 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  
February 18, 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", with a large, stylized loop at the end.

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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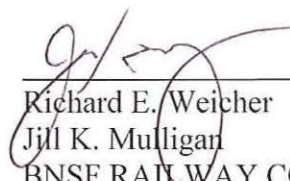
**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

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  
Jill K. Mulligan  
BNSF RAILWAY COMPANY  
2500 Lou Menk Drive  
Fort Worth, Texas 76131

February 18, 2015

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	2/8/2015
			Date Week Ended:	2/14/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	34.2
Grain unit	22.5
Coal unit	18.4
Automotive unit	26.3
Crude oil unit	23.0
Ethanol unit	21.3
Manifest	21.1
All Other	19.9

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.7

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	38.0
Denver, CO	30.9
Fort Worth, TX	25.5
Galesburg, IL	32.4
Kansas City, KS	32.2
Lincoln, NE	35.0
Memphis, TN	18.9
Northtown, MN	33.4
Pasco, WA	33.9
Tulsa, OK	25.1

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,354
Covered hopper	69,423
Gondola	8,693
Intermodal	15,520
Multilevel (automotive)	6,192
Open hopper	67,632
Tank	53,128
Other	10,661
Total	242,603

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

## ATTACHMENT A

Grain	8.0
Coal	3.3
Automotive	22.0
Crude Oil	3.8
Ethanol	13.3
All Other Unit Trains	7.1

## 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	9	0	22	0	22	Road, Terminal, Other	53
Grain unit	11	0	13	2	60	Road, Terminal, Other	86
Coal unit	24	3	13	3	223	Road, Terminal, Other	266
Automotive unit	5	0	3	0	10	Road, Terminal, Other	18
Crude oil unit	3	0	1	1	49	Road, Terminal, Other	54
Ethanol unit	7	0	2	0	2	Road, Terminal, Other	11
Other unit	3	3	17	0	48	Road, Terminal, Other	71
All other trains	23	0	35	4	159	Road, Terminal, Other	221
Total	85	6	106	10	573	Road, Terminal, Other	780

## 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	189	848	743	2,454
Grain	241	963	1,860	2,442
Coal	76	1,046	629	912
Crude Oil	2	41	62	413
Ethanol	55	62	582	831
Automotive	89	59	1,329	1,097
All Other	837	1,781	11,912	14,013



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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	2/8/2015
			Date Week Ended:	2/14/2015

7. Weekly total grain cars loaded and billed, reported by State, aggregated for the following Standard Transportation Commodity Codes (STCCs): 01131 (barley), 01122 (oats), 01123 (wheat)

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	18		18
CO	42		42
CT	0		
DE	0		
FL	0		
GA	0		
IA	905	652	253
ID	5		5
IL	560	557	3
IN	0		
KS	854	666	188
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,454	1,330	124
MO	144	112	32
MS	0		
MT	1,115	552	563
NC	0		
ND	2,750	1,665	1,085
NE	999	841	158
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	0		
OR	9		9
PA	0		

## ATTACHMENT A

RI	0		
SC	0		
SD	2,019	1,771	248
TN	0		
TX	381	217	164
UT	0		
VA	0		
VT	0		
WA	234	112	122
WI	131	110	21
WV	0		
WY	42		42
Total	11,662	8,585	3,077

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 2/8/2015
			Date Week Ended: 2/14/2015

8. For the aggregated STCCs in item 7, report by State the following: a.

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	10	16.0		18		
CO	26	9.4		33	2	
CT						
DE						
FL						
GA						
IA	209	17.5	18	41		
ID						
IL						
IN						
KS	377	20.5	34	221		
KY						
LA						
MA						
MD						
ME						
MI						
MN	150	17.9	12	131		
MO	33	6.5		39		
MS						
MT	690	16.2	31	507	137	
NC						
ND	1,482	16.7	157	900	116	
NE	240	9.4	64	117		
NH						
NJ						
NM						
NV						
NY						
OH						
OK				5		
OR	5	16.0		5		
PA						
RI						
SC						
SD	538	17.5	49	233		
TN	3	20.0		7		
TX	196	9.9		138		
UT						
VA						



VT									
WA	191	10.6	26	213	80				
WI	63	36.2	1	51					
WV									
WY	82	8.9	15	42					
TOTAL	4,295	16.2	407	2,701	335				0

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 2/8/2015
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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			
	Feb Plan	2/14/2015	2/7/2015	1/31/2015	1/24/2015
System	2.5	2.6	2.5	2.6	2.8
CA	2.1	2.6	2.3	3.0	2.5
Gulf	2.8	3.3	2.9	3.3	3.6
Mexico	1.3	1.8	1.8	2.0	2.0
PNW	2.5	2.6	2.4	2.6	2.6
West TX	3.1	4.5	3.2	3.4	2.9

### 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	51.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	4.0	2.4