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May 13, 2015

238381

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  
May 13, 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  
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May 13, 2015

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	5/3/2015
			Date Week Ended:	5/9/2015

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

Intermodal	32.2
Grain unit	22.1
Coal unit	21.0
Automotive unit	26.6
Crude oil unit	23.2
Ethanol unit	20.3
Manifest	21.2
All Other	20.6

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

System Average	25.2
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### 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	37.5
Denver, CO	28.0
Fort Worth, TX	27.7
Galesburg, IL	27.4
Kansas City, KS	33.0
Lincoln, NE	30.5
Memphis, TN	14.6
Northtown, MN	33.6
Pasco, WA	29.8
Tulsa, OK	20.4

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

Box	10,949
Covered hopper	68,425
Gondola	8,878
Intermodal	16,636
Multilevel (automotive)	5,978
Open hopper	62,081
Tank	53,002
Other	10,226
Total	236,175

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

Grain	9.4
Coal	2.8
Automotive	26.7
Crude Oil	3.4
Ethanol	12.6
All Other Unit Trains	10.7

## 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	2	2	4	0	128	Road, Terminal, Other	136
Grain unit	12	2	2	2	138	Road, Terminal, Other	156
Coal unit	14	6	8	0	392	Road, Terminal, Other	420
Automotive unit	2	0	0	0	48	Road, Terminal, Other	50
Crude oil unit	0	0	2	0	30	Road, Terminal, Other	32
Ethanol unit	6	0	0	0	20	Road, Terminal, Other	26
Other unit	6	0	18	2	170	Road, Terminal, Other	196
All other trains	22	0	16	2	386	Road, Terminal, Other	426
Total	64	10	50	6	1,312	Road, Terminal, Other	1,442

## 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	88	634	623	2,283
Grain	260	895	1,523	1,882
Coal	240	1,073	106	736
Crude Oil	5	32	170	375
Ethanol	9	33	370	928
Automotive	16	90	1,130	753
All Other	819	1,673	10,463	12,384



# EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 5/3/2015
			Date Week Ended: 5/9/2015

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	1		1
CA	1		1
CO	50		50
CT	0		
DE	0		
FL	0		
GA	0		
IA	538	446	92
ID	12		12
IL	904	904	
IN	0		
KS	1,054	989	65
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	2		2
MN	510	439	71
MO	119	113	6
MS	0		
MT	684	332	352
NC	0		
ND	1,223	670	553
NE	615	433	182
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	112	112	
OR	6		6
PA	0		

RI	0		
SC	0		
SD	969	669	300
TN	0		
TX	159	111	48
UT	0		
VA	0		
VT	0		
WA	180	112	68
WI	115		115
WV	0		
WY	34		34
Total	7,288	5,330	1,958

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 5/3/2015
			Date Week Ended: 5/9/2015

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				2		
CO				12		
CT						
DE						
FL						
GA						
IA				16		
ID						
IL				3		
IN						
KS			26	24		
KY						
LA						
MA						
MD						
ME						
MI						
MN	16	3.6	1	52	1	
MO	1	3.0		9		
MS						
MT	113	5.5	49	268	29	
NC						
ND	153	6.0	34	495	3	
NE			1	58		
NH						
NJ						
NM						
NV						
NY						
OH						
OK				112		
OR						
PA						
RI						
SC						
SD			3	146		
TN						
TX	1	6.0		221		



## Attachment A

UT							
VA							
VT							
WA	1	1.0	2.4		68		
WI	4	6.0	2.4		100		
WV							
WY					30		
TOTAL	289	5.7	162		1,616	33	0

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 5/3/2015
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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			
	May Plan	5/9/2015	5/2/2015	4/25/2015	4/11/2015
System	2.5	2.6	2.7	2.6	2.8
CA	2.3	2.4	2.5	2.3	2.7
Gulf	3.0	2.5	3.2	2.4	3.0
Mexico	1.5	1.7	1.6	1.7	1.6
PNW	2.6	3.2	2.6	3.2	2.8
West TX	3.4	3.0	3.4	3.6	3.8

### 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	44.7
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.1