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July 29, 2015

238946

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 29, 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", 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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July 29, 2015

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	7/19/2015
			Date Week Ended:	7/25/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	30.9
Grain unit	21.9
Coal unit	20.0
Automotive unit	24.5
Crude oil unit	23.1
Ethanol unit	19.3
Manifest	20.9
All Other	19.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.9

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	39.6
Denver, CO	26.7
Fort Worth, TX	27.5
Galesburg, IL	30.8
Kansas City, KS	33.1
Lincoln, NE	34.3
Memphis, TN	14.9
Northtown, MN	34.6
Pasco, WA	31.8
Tulsa, OK	26.8

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,076
Covered hopper	68,521
Gondola	8,882
Intermodal	16,931
Multilevel (automotive)	5,973
Open hopper	61,797
Tank	53,130
Other	10,617
Total	236,927

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	10.5
Coal	2.9

Automotive	25.8
Crude Oil	3.9
Ethanol	16.1
All Other Unit Trains	6.7

**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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	12	0	12	0	71	Road, Terminal, Other	95
Grain unit	22	0	5	3	55	Road, Terminal, Other	85
Coal unit	27	7	21	0	106	Road, Terminal, Other	161
Automotive unit	2	0	2	0	14	Road, Terminal, Other	18
Crude oil unit	8	0	3	2	13	Road, Terminal, Other	26
Ethanol unit	0	0	2	0	10	Road, Terminal, Other	12
Other unit	24	0	24	0	25	Road, Terminal, Other	73
All other trains	27	6	25	8	134	Road, Terminal, Other	200
Total	122	13	94	13	428	Road, Terminal, Other	670

**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	136	489	963	2,503
Grain	321	765	1,401	2,205
Coal	63	819	356	1,191
Crude Oil	11	31	209	251
Ethanol	107	69	560	723
Automotive	51	66	964	545
All Other	824	1,773	11,618	14,019

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	7/19/2015
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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	5		5
CO	53		53
CT	0		
DE	0		
FL	0		
GA	0		
IA	620	334	286
ID	25		25
IL	900	897	3
IN	0		
KS	384	329	55
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,799	1,328	471
MO	226	225	1
MS	0		
MT	1,161	670	491
NC	0		
ND	2,989	1,662	1,327
NE	781	668	113
NH	0		
NJ	0		
NM	3		3
NV	0		
NY	0		
OH	0		
OK	116	112	4
OR	22		22
PA	0		

RI	0		
SC	0		
SD	1,433	1,227	206
TN	4		4
TX	226	98	128
UT	0		
VA	0		
VT	0		
WA	205	113	92
WI	177	106	71
WV	0		
WY	56		56
Total	11,185	7,769	3,416



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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	7/19/2015
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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				7		
CO				21	1	
CT						
DE						
FL						
GA						
IA				57		
ID						
IL				3		
IN						
KS			26	74		
KY						
LA						
MA						
MD						
ME						
MI						
MN	33	1.2	30	443		
MO	4	6.0		22		
MS						
MT	50	3.9	18	567		
NC						
ND	170	3.8	238	1,605		
NE				73		
NH						
NJ						
NM			5	3		
NV						
NY						
OH						
OK			7	22		
OR				2		
PA						
RI						
SC						
SD	24	1.0	106	125		
TN						
TX				17		
UT						
VA						



VT						
WA	1	3.0	25	161		
WI	2	3.0		57		
WV						
WY				43		
TOTAL	284	3.3	455	3,302	1	

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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			
	July Plan	7/25/2015	7/18/2015	7/11/2015	7/4/2015
System	2.6	2.8	2.6	2.2	2.6
CA	2.4	2.4	2.6	2.2	2.7
Gulf	3.0	2.5	2.7	5.3	3.8
Mexico	1.6	2.2	1.8	1.6	1.6
PNW	2.7	2.7	2.5	2.3	3.0
West TX	3.4	3.5	3.5	2.7	2.0

### 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	49.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.9