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August 19, 2015

Ms. Cynthia Brown  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

**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 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

August 19, 2015

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	8/9/2015
			Date Week Ended:	8/15/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	32.8
Grain unit	21.8
Coal unit	20.0
Automotive unit	25.6
Crude oil unit	22.2
Ethanol unit	21.3
Manifest	21.4
All Other	20.0

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	38.8
Denver, CO	29.5
Fort Worth, TX	25.9
Galesburg, IL	34.2
Kansas City, KS	33.1
Lincoln, NE	31.8
Memphis, TN	13.2
Northtown, MN	27.5
Pasco, WA	30.4
Tulsa, OK	26.4

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,231
Covered hopper	69,216
Gondola	8,859
Intermodal	16,389
Multilevel (automotive)	5,633
Open hopper	63,081
Tank	52,694
Other	10,597
Total	237,700

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	7.7
Coal	2.8

Automotive	23.5
Crude Oil	5.5
Ethanol	8.5
All Other Unit Trains	6.0

## 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	6	2	24	0	102	Road, Terminal, Other	134
Grain unit	4	4	20	0	134	Road, Terminal, Other	162
Coal unit	22	14	12	2	252	Road, Terminal, Other	302
Automotive unit	4	2	4	0	26	Road, Terminal, Other	36
Crude oil unit	0	0	4	0	28	Road, Terminal, Other	32
Ethanol unit	0	0	0	2	12	Road, Terminal, Other	14
Other unit	6	0	18	0	156	Road, Terminal, Other	180
All other trains	26	4	14	4	276	Road, Terminal, Other	324
Total	68	26	96	8	986	Road, Terminal, Other	1,184

## 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	53	679	701	2,417
Grain	284	781	1,894	2,473
Coal	28	899	132	684
Crude Oil	7	10	46	173
Ethanol	16	34	575	920
Automotive	11	38	877	656
All Other	608	1,473	11,165	13,302

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 8/9/2015
			Date Week Ended: 8/15/2015

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	87		87
CT	0		
DE	0		
FL	0		
GA	0		
IA	563	224	339
ID	4		4
IL	671	668	3
IN	0		
KS	676	549	127
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	955	665	290
MO	339	336	3
MS	0		
MT	1,490	1,222	268
NC	0		
ND	1,995	442	1,553
NE	1,047	766	281
NH	0		
NJ	0		
NM	4		4
NV	0		
NY	0		
OH	0		
OK	1		1
OR	28		28
PA	0		

RI	0		
SC	0		
SD	1,957	1,524	433
TN	0		
TX	273	218	55
UT	0		
VA	0		
VT	0		
WA	185		185
WI	203	113	90
WV	0		
WY	44		44
Total	10,522	6,727	3,795



<b>EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION</b>
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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	8/9/2015
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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				1		
CO	9	1.7	16	161		
CT						
DE						
FL						
GA						
IA	1	3.0		63		
ID						
IL				1		
IN						
KS	4	4.5	7	139		
KY						
LA						
MA						
MD						
ME						
MI						
MN	10	1.0	14	229		
MO				31		
MS						
MT	24	1.0	6	458	9	
NC						
ND	81	5.3	228	1,401	2	
NE	8	3.5	15	145	24	
NH						
NJ						
NM				5		
NV						
NY						
OH						
OK	24	1.0		81		
OR				4		
PA						
RI						
SC						
SD	1	2.0	109	433		
TN						
TX	1	1.0	15	33		
UT						
VA						



VT						
WA			1	136		
WI	6	3.0		40		
WV						
WY				51		
TOTAL	169	3.4	411	3,412	35	

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 8/9/2015
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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	8/15/2015	8/8/2015	8/1/2015	7/25/2015
System	2.6	2.3	2.7	2.3	2.8
CA	2.4	2.4	2.4	1.9	2.4
Gulf	3.0	3.4	3.2	3.0	2.5
Mexico	1.6	1.0	1.0	0.6	2.2
PNW	2.7	2.6	3.0	3.0	2.7
West TX	3.4	3.3	3.6	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	48.0
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.6