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September 2, 2015

239131

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
September 2, 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 "J.K. Mulligan", with a large, stylized loop at the end.

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

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

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION


**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,



Richard E. Weicher
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September 2, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 8/23/2015
			Date Week Ended: 8/29/2015

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

Intermodal	32.2
Grain unit	22.0
Coal unit	20.0
Automotive unit	25.7
Crude oil unit	22.6
Ethanol unit	20.3
Manifest	20.7
All Other	18.7

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

System Average	26.7
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity

Barstow, CA	42.3
Denver, CO	32.3
Fort Worth, TX	24.9
Galesburg, IL	42.7
Kansas City, KS	35.9
Lincoln, NE	25.2
Memphis, TN	16.0
Northtown, MN	36.0
Pasco, WA	30.7
Tulsa, OK	27.0

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

Box	11,565
Covered hopper	68,604
Gondola	8,758
Intermodal	16,723
Multilevel (automotive)	5,923
Open hopper	63,714
Tank	54,106
Other	10,684
Total	240,077

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

Grain	5.7
Coal	2.7

Automotive	23.5
Crude Oil	5.3
Ethanol	8.3
All Other Unit Trains	6.3

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	0	20	2	88	Road, Terminal, Other	112
Grain unit	10	0	4	4	128	Road, Terminal, Other	146
Coal unit	12	0	8	2	310	Road, Terminal, Other	332
Automotive unit	0	0	6	0	34	Road, Terminal, Other	40
Crude oil unit	0	0	8	0	24	Road, Terminal, Other	32
Ethanol unit	0	0	0	2	16	Road, Terminal, Other	18
Other unit	8	0	32	2	152	Road, Terminal, Other	194
All other trains	6	16	34	2	400	Road, Terminal, Other	458
Total	38	16	112	14	1,152	Road, Terminal, Other	1,332

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	30	615	714	2,493
Grain	219	600	1,529	2,934
Coal	62	1,354	146	1,263
Crude Oil	3	29	172	174
Ethanol	26	65	430	737
Automotive	47	51	1,018	671
All Other	709	1,473	12,024	15,515

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	8/23/2015
			Date Week Ended:	8/29/2015

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	50		50
CT	0		
DE	0		
FL	0		
GA	0		
IA	543	336	207
ID	3		3
IL	218	217	1
IN	0		
KS	276	222	54
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,717	1,441	276
MO	12		12
MS	0		
MT	1,206	883	323
NC	0		
ND	3,450	2,007	1,443
NE	566	446	120
NH	0		
NJ	0		
NM	2		2
NV	0		
NY	0		
OH	0		
OK	0		
OR	19		19
PA	0		

RI	0		
SC	0		
SD	929	674	255
TN	0		
TX	297	219	78
UT	0		
VA	0		
VT	0		
WA	129		129
WI	24		24
WV	0		
WY	68		68
Total	9,509	6,445	3,064

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 8/23/2015	Date Week Ended: 8/29/2015
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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				4		
CO	6	1.3		23	2	
CT						
DE						
FL						
GA						
IA			1	33	0	
ID						
IL				1		
IN						
KS	4	3.0	7	164		
KY						
LA						
MA						
MD						
ME						
MI						
MN	18	2.0	16	106		
MO				15		
MS						
MT	59	2.1	41	330		
NC						
ND	192	2.4	178	1,501	5	
NE	2	3.0	110	221		
NH						
NJ						
NM				3		
NV						
NY						
OH						
OK				1		
OR						
PA						
RI						
SC						
SD	227	4.0	53	231		
TN						
TX				87		
UT						
VA						

VT						
WA			36	104		
WI				43		
WV						
WY				31		
TOTAL	508	3.1	442	2,898	7	

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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	8/29/2015	8/22/2015	8/15/2015	8/8/2015
System	2.6	2.7	2.8	2.3	2.7
CA	2.4	2.9	2.6	2.4	2.4
Gulf	3.0	2.6	3.2	3.4	3.2
Mexico	1.6	1.6	1.6	1.0	1.0
PNW	2.7	3.1	3.3	2.6	3.0
West TX	3.4	4.0	3.5	3.3	3.6

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	50.9
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.0