



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

September 9, 2015

239177

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 9, 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 be "J.K. Mulligan", written over the printed name "Jill K. Mulligan".

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

September 9, 2015

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	8/30/2015
			Date Week Ended:	9/5/2015

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

Intermodal	32.2
Grain unit	22.0
Coal unit	20.1
Automotive unit	25.3
Crude oil unit	23.4
Ethanol unit	20.9
Manifest	21.1
All Other	19.4

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

System Average	26.2
----------------	------

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

Barstow, CA	42.8
Denver, CO	30.0
Fort Worth, TX	25.3
Galesburg, IL	40.2
Kansas City, KS	34.0
Lincoln, NE	27.0
Memphis, TN	15.7
Northtown, MN	33.1
Pasco, WA	30.2
Tulsa, OK	22.8

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

Box	11,553
Covered hopper	69,373
Gondola	8,734
Intermodal	16,706
Multilevel (automotive)	6,572
Open hopper	63,940
Tank	54,284
Other	10,605
Total	241,767

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

Grain	6.8
Coal	2.9

Automotive	25.5
Crude Oil	3.8
Ethanol	12.6
All Other Unit Trains	9.1

## 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						Total
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		
					Number	Briefly Explain Cause	
Intermodal	6	0	10	0	92	Road, Terminal, Other	108
Grain unit	6	0	10	4	102	Road, Terminal, Other	122
Coal unit	30	4	4	0	310	Road, Terminal, Other	348
Automotive unit	10	2	8	0	28	Road, Terminal, Other	48
Crude oil unit	2	0	6	0	54	Road, Terminal, Other	62
Ethanol unit	2	0	2	2	8	Road, Terminal, Other	14
Other unit	6	0	12	0	126	Road, Terminal, Other	144
All other trains	28	6	24	0	368	Road, Terminal, Other	426
Total	90	12	76	6	1,088	Road, Terminal, Other	1,272

## 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	87	431	718	2,605
Grain	155	679	1,489	3,072
Coal	96	596	846	956
Crude Oil	8	134	51	158
Ethanol	25	71	560	913
Automotive	65	64	1,181	901
All Other	809	1,394	12,018	15,145

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	8/30/2015
			Date Week Ended:	9/5/2015

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	318	226	92
CT	0		
DE	0		
FL	0		
GA	0		
IA	517	222	295
ID	4		4
IL	785	785	
IN	0		
KS	309	110	199
KY	0		
LA	0		
MA	0		
MD			
ME	0		
MI	0		
MN	1,153	1,005	148
MO	222	220	2
MS	0		
MT	718	339	379
NC	0		
ND	3,134	1,673	1,461
NE	672	448	224
NH	0		
NJ	0		
NM	1		1
NV	0		
NY	0		
OH	0		
OK	0		
OR	9		9
PA	0		



RI	0		
SC	0		
SD	1,278	777	501
TN	0		
TX	162	112	50
UT	0		
VA	0		
VT	0		
WA	215	113	102
WI	24		24
WV	0		
WY	56		56
Total	9,577	6,030	3,547

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 8/30/2015
			Date Week Ended: 9/5/2015

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				6		
AZ						
CA			1	3		
CO				136		
CT						
DE						
FL						
GA						
IA				19		
ID						
IL				6		
IN						
KS	5	4.0		59		
KY						
LA				25		
MA						
MD						
ME						
MI						
MN	8	2.0		266		
MO				3		
MS						
MT	7	3.0	1	465		
NC						
ND	46	4.1	39	1,424	2	
NE				110		
NH						
NJ						
NM				1		
NV						
NY						
OH						
OK			7	14		
OR				1		
PA						
RI						
SC						
SD	54	3.8		342		
TN						
TX	2	2.0	5	38	1	
UT						
VA						



VT						
WA	3	3.0		75		
WI				20		
WV						
WY	1	5.0	3	20		
TOTAL	126	3.7	56	3,033	3	

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	8/30/2015
			Date Week Ended:	9/5/2015

### 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			
	September Plan	9/5/2015	8/29/2015	8/22/2015	8/15/2015
System	2.5	2.3	2.7	2.8	2.3
CA	2.4	2.8	2.9	2.6	2.4
Gulf	3.0	4.0	2.6	3.2	3.4
Mexico	1.4	0.8	1.6	1.6	1.0
PNW	2.6	2.9	3.1	3.3	2.6
West TX	3.4	3.0	4.0	3.5	3.3

### 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	50.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.4