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September 16, 2015

239223

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 16, 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".

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,



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Jim K. Mulligan
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September 16, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

| | | | |
|----------------|------------|-----------------|----------------------------|
| Railroad: BNSF | Year: 2015 | Reporting Week: | Date Week Began: 9/6/2015 |
| | | | Date Week Ended: 9/12/2015 |

| 1. System-Average Train Speed by Train Type for the Reporting Week (MPH) | |
|--|------|
| Intermodal | 33.7 |
| Grain unit | 23.7 |
| Coal unit | 20.1 |
| Automotive unit | 27.3 |
| Crude oil unit | 25.1 |
| Ethanol unit | 20.4 |
| Manifest | 22.1 |
| All Other | 20.1 |

| 2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains | |
|--|------|
| System Average | 26.1 |

| 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity | |
|---|------|
| Barstow, CA | 40.5 |
| Denver, CO | 27.5 |
| Fort Worth, TX | 29.9 |
| Galesburg, IL | 43.3 |
| Kansas City, KS | 34.3 |
| Lincoln, NE | 30.8 |
| Memphis, TN | 13.8 |
| Northtown, MN | 31.8 |
| Pasco, WA | 28.9 |
| Tulsa, OK | 24.8 |

| 3. Total Cars On Line by Car Type for the Reporting Week | |
|--|---------|
| Box | 11,228 |
| Covered hopper | 67,638 |
| Gondola | 8,704 |
| Intermodal | 16,583 |
| Multilevel (automotive) | 6,699 |
| Open hopper | 64,433 |
| Tank | 53,156 |
| Other | 10,372 |
| Total | 238,813 |

| 4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours | |
|---|-----|
| Grain | 6.5 |
| Coal | 2.6 |

| | |
|-----------------------|------|
| Automotive | 23.3 |
| Crude Oil | 3.7 |
| Ethanol | 11.3 |
| All Other Unit Trains | 5.5 |

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 | 8 | 0 | 15 | 0 | 23 | Road, Terminal, Other | 46 |
| Grain unit | 6 | 0 | 11 | 8 | 37 | Road, Terminal, Other | 62 |
| Coal unit | 39 | 6 | 3 | 3 | 99 | Road, Terminal, Other | 150 |
| Automotive unit | 6 | 3 | 8 | 0 | 9 | Road, Terminal, Other | 26 |
| Crude oil unit | 2 | 0 | 6 | 0 | 19 | Road, Terminal, Other | 27 |
| Ethanol unit | 3 | 0 | 3 | 0 | 6 | Road, Terminal, Other | 12 |
| Other unit | 8 | 0 | 21 | 0 | 38 | Road, Terminal, Other | 67 |
| All other trains | 42 | 10 | 35 | 0 | 99 | Road, Terminal, Other | 186 |
| Total | 114 | 19 | 102 | 11 | 330 | Road, Terminal, Other | 576 |

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 | 171 | 559 | 796 | 2,665 |
| Grain | 282 | 793 | 1,500 | 2,720 |
| Coal | 104 | 826 | 249 | 735 |
| Crude Oil | 27 | 29 | 51 | 207 |
| Ethanol | 81 | 54 | 353 | 823 |
| Automotive | 47 | 113 | 1,119 | 666 |
| All Other | 818 | 1,588 | 11,759 | 13,860 |

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|----------------|------------|-----------------|----------------------------|
| Railroad: BNSF | Year: 2015 | Reporting Week: | Date Week Began: 9/6/2015 |
| | | | Date Week Ended: 9/12/2015 |

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 | 6 | | 6 |
| CO | 42 | 0 | 42 |
| CT | 0 | | |
| DE | 0 | | |
| FL | 0 | | |
| GA | 0 | | |
| IA | 467 | 113 | 354 |
| ID | 1 | | 1 |
| IL | 902 | 898 | 4 |
| IN | 1 | | 1 |
| KS | 833 | 666 | 167 |
| KY | 0 | | |
| LA | 0 | | |
| MA | 0 | | |
| MD | 0 | | |
| ME | 0 | | |
| MI | 0 | | |
| MN | 1,448 | 1,345 | 103 |
| MO | 111 | 111 | 0 |
| MS | 0 | | |
| MT | 834 | 448 | 386 |
| NC | 0 | | |
| ND | 2,067 | 885 | 1,182 |
| NE | 1,107 | 884 | 223 |
| NH | 0 | | |
| NJ | 0 | | |
| NM | 0 | | |
| NV | 0 | | |
| NY | 0 | | |
| OH | 0 | | |
| OK | 3 | | 3 |
| OR | 5 | | 5 |
| PA | 0 | | |

| | | | |
|-------|-------|-------|-------|
| RI | 0 | | |
| SC | 0 | | |
| SD | 1,255 | 1,003 | 252 |
| TN | 0 | | |
| TX | 139 | 104 | 35 |
| UT | 0 | | |
| VA | 0 | | |
| VT | 0 | | |
| WA | 67 | | 67 |
| WI | 24 | | 24 |
| WV | 0 | | |
| WY | 6 | | 6 |
| Total | 9,319 | 6,457 | 2,862 |

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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 | | | 2 | 22 | | |
| CT | | | | | | |
| DE | | | | | | |
| FL | | | | | | |
| GA | | | | | | |
| IA | | | | 23 | | |
| ID | | | | | | |
| IL | | | | 5 | | |
| IN | | | | | | |
| KS | | | 2 | 220 | | |
| KY | | | | | | |
| LA | | | | | | |
| MA | | | | | | |
| MD | | | | | | |
| ME | | | | | | |
| MI | | | | | | |
| MN | | | | 85 | | |
| MO | | | | 1 | | |
| MS | | | | | | |
| MT | 1 | 9.0 | 32 | 389 | | |
| NC | | | | | | |
| ND | 10 | 1.2 | 18 | 1,188 | | |
| NE | | | 10 | 155 | | |
| NH | | | | | | |
| NJ | | | | | | |
| NM | | | | | | |
| NV | | | | | | |
| NY | | | | | | |
| OH | | | | | | |
| OK | | | | 14 | | |
| OR | | | | | | |
| PA | | | | | | |
| RI | | | | | | |
| SC | | | | | | |
| SD | 48 | 10.0 | 27 | 293 | | |
| TN | | | | | | |
| TX | 1 | 7.0 | 1 | 50 | | |
| UT | | | | | | |
| VA | | | | | | |

| | | | | | | |
|-------|----|-----|----|-------|---|---|
| VT | | | | | | |
| WA | | | | 181 | | |
| WI | | | | 49 | | |
| WV | | | | | | |
| WY | | | | 6 | | |
| TOTAL | 60 | 8.5 | 92 | 2,688 | 0 | 0 |

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| Railroad: BNSF | Year: 2015 | Reporting Week: | Date Week Began: 9/6/2015 |
| | | | Date Week Ended: 9/12/2015 |

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 | 9/12/2015 | 9/5/2015 | 8/29/2015 | 8/22/2015 |
| System | 2.5 | 2.4 | 2.3 | 2.7 | 2.8 |
| CA | 2.4 | 2.3 | 2.8 | 2.9 | 2.6 |
| Gulf | 3.0 | 2.4 | 4.0 | 2.6 | 3.2 |
| Mexico | 1.4 | 1.7 | 0.8 | 1.6 | 1.6 |
| PNW | 2.6 | 2.3 | 2.9 | 3.1 | 3.3 |
| West TX | 3.4 | 3.5 | 3.0 | 4.0 | 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 | 51.9 |
| Illinois Basin | | |
| Uinta Basin | | |
| Northern Appalachia | | |
| Central Appalachia | | |
| Southern Appalachia | | |
| Other | 3.0 | 2.7 |