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September 23, 2015

239248

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 23, 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 that reads "Jill Mulligan/ET". The signature is written in a cursive, flowing style.

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 23, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	9/13/2015
			Date Week Ended:	9/19/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	33.8
Grain unit	22.1
Coal unit	20.8
Automotive unit	25.6
Crude oil unit	24.1
Ethanol unit	20.7
Manifest	22.2
All Other	19.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	36.4
Denver, CO	28.8
Fort Worth, TX	26.4
Galesburg, IL	38.5
Kansas City, KS	32.2
Lincoln, NE	34.0
Memphis, TN	13.5
Northtown, MN	30.4
Pasco, WA	28.1
Tulsa, OK	25.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,321
Covered hopper	67,840
Gondola	8,812
Intermodal	16,709
Multilevel (automotive)	6,301
Open hopper	64,040
Tank	52,897
Other	10,594
Total	238,514

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	6.1
Coal	2.6

Automotive	22.8
Crude Oil	3.5
Ethanol	11.0
All Other Unit Trains	6.2

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	12	0	18	0	18	Road, Terminal, Other	48
Grain unit	16	2	7	0	50	Road, Terminal, Other	75
Coal unit	24	0	10	0	129	Road, Terminal, Other	163
Automotive unit	0	0	0	0	19	Road, Terminal, Other	19
Crude oil unit	0	0	7	0	30	Road, Terminal, Other	37
Ethanol unit	0	0	3	0	8	Road, Terminal, Other	11
Other unit	8	0	25	0	44	Road, Terminal, Other	77
All other trains	30	0	37	3	60	Road, Terminal, Other	130
Total	90	2	107	3	358	Road, Terminal, Other	560

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	64	935	596	2,420
Grain	156	694	1,621	2,481
Coal	34	843	438	822
Crude Oil	18	13	26	182
Ethanol	40	38	487	669
Automotive	53	110	989	583
All Other	755	1,603	10,630	13,525

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	9/13/2015
			Date Week Ended:	9/19/2015

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	1		1
CO	137	106	31
CT	0		
DE	0		
FL	0		
GA	0		
IA	135	113	22
ID	5		5
IL	661	660	1
IN	1		1
KS	879	560	319
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,456	1,221	235
MO	555	555	
MS	0		
MT	1,191	787	404
NC	0		
ND	2,781	1,555	1,226
NE	1,720	1,560	160
NH	0		
NJ	0		
NM	4		4
NV	0		
NY	0		
OH	1		1
OK	107	107	
OR	8		8
PA	0		

RI	0		
SC	0		
SD	1,723	1,453	270
TN	0		
TX	605	553	52
UT	0		
VA	0		
VT	0		
WA	225		225
WI	24		24
WV	0		
WY	11		11
Total	12,230	9,230	3,000

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	9/13/2015
			Date Week Ended:	9/19/2015

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						
AZ						
CA				3		
CO				23		
CT						
DE						
FL						
GA						
IA				38		
ID						
IL				3		
IN						
KS	1	2.0		199		
KY						
LA						
MA						
MD						
ME						
MI						
MN	4	2.0	10	127		
MO				2		
MS						
MT			6	315	5	
NC						
ND	6	2.0	6	1,161	12	
NE	7	1.0	24	108		
NH						
NJ						
NM				8		
NV						
NY						
OH						
OK			5			
OR						
PA						
RI						
SC						
SD				247		
TN						
TX				33		
UT						
VA						

VT						
WA			24	56		
WI				24		
WV						
WY				7		
TOTAL	18	1.6	75	2,354	17	

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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			
	September Plan	9/19/2015	9/12/2015	9/5/2015	8/29/2015
System	2.5	2.43	2.4	2.3	2.7
CA	2.4	2.25	2.3	2.8	2.9
Gulf	3.0	3.1	2.4	4.0	2.6
Mexico	1.4	0.98	1.7	0.8	1.6
PNW	2.6	2.84	2.3	2.9	3.1
West TX	3.4	3.21	3.5	3.0	4.0

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	47.0	48.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.9