



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

October 21, 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,



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

October 21, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	10/11/2015
			Date Week Ended:	10/17/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	33.9
Grain unit	21.9
Coal unit	21.5
Automotive unit	26.1
Crude oil unit	23.3
Ethanol unit	23.2
Manifest	22.1
All Other	20.5

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.8

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	39.3
Denver, CO	29.5
Fort Worth, TX	26.4
Galesburg, IL	30.5
Kansas City, KS	33.8
Lincoln, NE	28.9
Memphis, TN	18.0
Northtown, MN	40.4
Pasco, WA	26.9
Tulsa, OK	24.4

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,238
Covered hopper	68,534
Gondola	8,516
Intermodal	16,512
Multilevel (automotive)	6,316
Open hopper	63,332
Tank	51,566
Other	10,323
Total	236,337

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	4.3
Coal	2.7

Automotive	22.9
Crude Oil	3.8
Ethanol	7.2
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	9	0	6	0	65	Road, Terminal, Other	80
Grain unit	16	3	21	0	54	Road, Terminal, Other	94
Coal unit	26	0	14	3	100	Road, Terminal, Other	143
Automotive unit	0	0	3	0	14	Road, Terminal, Other	17
Crude oil unit	4	6	2	0	16	Road, Terminal, Other	28
Ethanol unit	0	2	2	2	4	Road, Terminal, Other	10
Other unit	25	0	6	0	42	Road, Terminal, Other	73
All other trains	35	0	23	3	97	Road, Terminal, Other	158
Total	115	11	77	8	392	Road, Terminal, Other	603

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	94	602	592
Grain	262	589	1,448	2,109
Coal	23	690	380	820
Crude Oil	3	14	37	118
Ethanol	10	58	480	849
Automotive	15	105	1,132	910
All Other	707	1,411	11,267	13,796

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 10/11/2015
			Date Week Ended: 10/17/2015

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	11		11
CO	137		137
CT	0		
DE	0		
FL	0		
GA	0		
IA	607	335	272
ID	7		7
IL	230	226	4
IN	1		1
KS	867	550	317
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,544	1,337	207
MO	290	216	74
MS	0		
MT	334		334
NC	0		
ND	2,365	1,444	921
NE	1,868	1,788	80
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	16		16
OR	4		4
PA	0		

Attachment A

RI	0		
SC	0		
SD	3,434	3,001	433
TN	0		
TX	140	110	30
UT	0		
VA	0		
VT	0		
WA	111		111
WI	123	111	12
WV	0		
WY	5		5
Total	12,094	9,118	2,976

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	10/11/2015
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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				9		
CO			4	136	2	
CT						
DE						
FL						
GA						
IA	7	1.0	10	130		
ID						
IL						
IN						
KS	30	5.9	11	185	24	
KY						
LA						
MA						
MD						
ME						
MI						
MN			110	186		
MO	1	1.0		37		
MS						
MT	41	3.8	66	329	7	
NC						
ND	297	5.0	129	859	24	
NE	26	1.0	110	35		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR						
PA						
RI						
SC						
SD	110	1.0	10	294		
TN				3	3	
TX				23		
UT						
VA						

VT						
WA	24	7.0	3	165		
WI	36	4.0		1		
WV						
WY				2		
TOTAL	572	4.0	453	2,394	60	

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	10/11/2015
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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			
	October Plan	10/17/2015	10/10/2015	10/3/2015	9/26/2015
System	2.5	2.6	2.6	2.9	2.6
CA	2.4	2.7	2.5	2.8	2.2
Gulf	3.0	3.0	3.1	3.8	3
Mexico	1.4	1.7	1.2	1.7	1.8
PNW	2.6	2.6	2.5	2.9	2.5
West TX	3.4	3.0	3.9	5.2	3.4

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	46.7
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.9