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December 2, 2015

239663

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
December 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 be "J.K.M.", 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. Welcher
Jill K. Mulligan
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December 2, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week: 47	Date Week Began:	11/22/2015
			Date Week Ended:	11/28/2015

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

Intermodal	36.5
Grain unit	24.2
Coal unit	23.5
Automotive unit	28.9
Crude oil unit	26.1
Ethanol unit	23.9
Manifest	23.3
All Other	22.2

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

System Average	25.8
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity

Barstow, CA	39.9
Denver, CO	31.8
Fort Worth, TX	28.7
Galesburg, IL	34.5
Kansas City, KS	33.8
Lincoln, NE	27.6
Memphis, TN	15.1
Northtown, MN	27.3
Pasco, WA	31.0
Tulsa, OK	25.4

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

Box	11,458
Covered hopper	68,964
Gondola	8,492
Intermodal	16,184
Multilevel (automotive)	6,571
Open hopper	60,630
Tank	50,903
Other	10,449
Total	233,651

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

Grain	5.3
Coal	2.4

Automotive	20.4
Crude Oil	2.5
Ethanol	7.3
All Other Unit Trains	7.5

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	9	0	0	0	40	Road, Terminal, Other	49
Grain unit	32	2	2	0	32	Road, Terminal, Other	68
Coal unit	40	0	0	9	83	Road, Terminal, Other	132
Automotive unit	2	0	0	0	12	Road, Terminal, Other	14
Crude oil unit	5	0	0	0	21	Road, Terminal, Other	26
Ethanol unit	3	0	0	0	6	Road, Terminal, Other	9
Other unit	20	0	9	0	28	Road, Terminal, Other	57
All other trains	67	0	7	2	74	Road, Terminal, Other	150
Total	178	2	18	11	296	Road, Terminal, Other	505

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	52	796	620	2,060
Grain	184	650	1,260	2,158
Coal	141	691	370	1,281
Crude Oil	0	18	25	64
Ethanol	7	23	390	635
Automotive	100	100	1,066	742
All Other	557	1,231	10,909	12,619

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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	3		3
AZ	0		
CA	3		3
CO	169		169
CT	0		
DE	0		
FL	0		
GA	0		
IA	492	223	269
ID	15		15
IL	224	221	3
IN	0		
KS	922	884	38
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,971	1,767	204
MO	5		5
MS	0		
MT	806	667	139
NC	0		
ND	2,349	1,769	580
NE	1,383	1,098	285
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	0		
OR	1		1
PA	0		

RI	0		
SC	0		
SD	1,837	1,792	45
TN	0		
TX	351	328	23
UT	0		
VA	0		
VT	0		
WA	85		85
WI	188	113	75
WV	0		
WY	24		24
Total	10,828	8,862	1,966

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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	1	3.0		1		
AZ						
CA				3		
CO	6	2.8	5	127		
CT						
DE						
FL						
GA						
IA	9	3.9	40	45		
ID						
IL				5		
IN						
KS	2	1.0		54		
KY						
LA				1		
MA						
MD						
ME						
MI						
MN	18	2.2		243	24	
MO				5		
MS						
MT	13	3.4	3	320	144	
NC						
ND	173	4.3	22	623		
NE	33	1.2	18	315		
NH						
NJ						
NM						
NV						
NY						
OH						
OK	12	5.8	10			
OR	2	5.0				
PA						
RI						
SC						
SD	4	16.0		58		
TN						
TX			1	19		
UT						
VA						

VT						
WA				37		
WI	13	1.0		50		
WV						
WY				24		
TOTAL	286	3.8	99	1,930	168	

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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			
	November Plan	11/28/2015	11/21/2015	11/14/2015	11/7/2015
System	2.6	2.9	2.8	3.0	3.0
CA	2.4	3.3	2.4	2.7	2.6
Gulf	3.0	3.0	3.0	3.0	2.9
Mexico	1.4	1.8	1.9	1.7	1.5
PNW	2.6	2.9	3.0	3.2	3.0
West TX	3.4	3.5	3.7	3.6	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	46.0	46.7
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.0