



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

December 16, 2015

239737

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

December 16, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week: 47	Date Week Began: 12/6/2015
			Date Week Ended: 12/12/2015

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

Intermodal	37.8
Grain unit	24.9
Coal unit	24.0
Automotive unit	29.3
Crude oil unit	26.5
Ethanol unit	23.8
Manifest	23.3
All Other	22.5

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

System Average	24.5
----------------	------

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

Barstow, CA	40.6
Denver, CO	26.1
Fort Worth, TX	26.0
Galesburg, IL	28.6
Kansas City, KS	33.9
Lincoln, NE	25.6
Memphis, TN	17.7
Northtown, MN	27.0
Pasco, WA	27.2
Tulsa, OK	23.6

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

Box	11,267
Covered hopper	68,628
Gondola	8,613
Intermodal	15,979
Multilevel (automotive)	6,097
Open hopper	59,525
Tank	50,367
Other	10,402
Total	230,878

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

Grain	5.4
Coal	2.0

Automotive	27.9
Crude Oil	2.8
Ethanol	7.8
All Other Unit Trains	3.4

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	6	0	0	0	18	Road, Terminal, Other	24
Grain unit	12	9	0	0	42	Road, Terminal, Other	63
Coal unit	8	5	0	106	20	Road, Terminal, Other	139
Automotive unit	6	3	0	0	6	Road, Terminal, Other	15
Crude oil unit	0	2	2	16	7	Road, Terminal, Other	27
Ethanol unit	0	0	3	0	0	Road, Terminal, Other	3
Other unit	7	7	0	7	14	Road, Terminal, Other	35
All other trains	32	12	0	0	82	Road, Terminal, Other	126
Total	71	38	5	129	189	Road, Terminal, Other	432

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	50	716	419	2,474
Grain	150	588	1,084	1,920
Coal	24	1,240	951	1,369
Crude Oil	4	16	122	128
Ethanol	25	49	383	625
Automotive	135	103	1,094	635
All Other	553	1,341	9,253	11,686

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week: 47	Date Week Began: 12/6/2015
			Date Week Ended: 12/12/2015

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	0		
CA	2		2
CO	44		44
CT	0		
DE	0		
FL	0		
GA	0		
IA	601	335	266
ID	12		12
IL	228	226	2
IN	0		
KS	1,211	1,001	210
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,540	1,225	315
MO	134	114	20
MS	0		
MT	1,272	993	279
NC	0		
ND	2,733	1,660	1,073
NE	1,788	1,571	217
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	121	111	10
OR	0		
PA	0		

RI	0		
SC	0		
SD	1,900	1,567	333
TN	0		
TX	233	212	21
UT	0		
VA	0		
VT	0		
WA	315	212	103
WI	168	111	57
WV	0		
WY	13		13
Total	12,315	9,338	2,977

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

Railroad: BNSF	Year: 2015	Reporting Week: 47	Date Week Began: 12/6/2015
			Date Week Ended: 12/12/2015

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				1		
AZ						
CA						
CO			1	13	2	
CT						
DE						
FL						
GA						
IA				175		
ID						
IL						
IN						
KS				269	25	
KY						
LA						
MA						
MD						
ME						
MI						
MN			4	217		
MO				132		
MS						
MT			4	398		
NC						
ND			45	1,091	25	
NE				229		
NH						
NJ						
NM				1		
NV						
NY						
OH						
OK				2		
OR						
PA						
RI						
SC						
SD				298		
TN						
TX				21		
UT						
VA						

VT						
WA			1	84		
WI				79		
WV						
WY				20		
TOTAL	0	0.0	55	3,030	52	0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week: 47	Date Week Began:	12/6/2015
			Date Week Ended:	12/12/2015

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			
	December Plan	12/12/2015	12/5/2015	11/28/2015	11/21/2015
System	2.8	2.9	2.7	2.9	2.8
CA	2.7	2.6	2.2	3.3	2.4
Gulf	3.0	2.8	2.7	3.0	3.0
Mexico	2.0	1.9	1.9	1.8	1.9
PNW	3.0	3.2	2.8	2.9	3.0
West TX	4.0	3.9	2.8	3.5	3.7

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	44.0	44.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.0