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December 30, 2015

239814

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 30, 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 purple ink, appearing to read "Jill K. Mulligan", with a large, stylized loop at the end.

Jill K. Mulligan

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**STB EX PARTE NO. 724 (Sub-No. 3)**

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**UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION**

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**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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Richard E. Weicher  
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December 30, 2015

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

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	12/20/2015
			Date Week Ended:	12/26/2015

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

Intermodal	38.7
Grain unit	25.9
Coal unit	25.2
Automotive unit	30.7
Crude oil unit	27.8
Ethanol unit	24.6
Manifest	24.7
All Other	21.9

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

System Average	25.9
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### 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity

Barstow, CA	41.1
Denver, CO	32.3
Fort Worth, TX	24.3
Galesburg, IL	29.7
Kansas City, KS	36.5
Lincoln, NE	30.5
Memphis, TN	20.1
Northtown, MN	27.0
Pasco, WA	27.8
Tulsa, OK	23.3

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

Box	11,025
Covered hopper	67,910
Gondola	8,518
Intermodal	15,927
Multilevel (automotive)	6,609
Open hopper	57,233
Tank	49,515
Other	9,942
Total	226,679

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

Grain	6.7
Coal	2.8
Automotive	26.6
Crude Oil	2.5
Ethanol	11.9
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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	52	0	1	0	12	Road, Terminal, Other	65
Grain unit	55	2	0	2	43	Road, Terminal, Other	102
Coal unit	63	0	0	0	98	Road, Terminal, Other	161
Automotive unit	21	0	0	0	9	Road, Terminal, Other	30
Crude oil unit	6	0	0	1	13	Road, Terminal, Other	20
Ethanol unit	5	0	0	0	2	Road, Terminal, Other	7
Other unit	25	0	2	4	16	Road, Terminal, Other	47
All other trains	108	0	0	2	30	Road, Terminal, Other	140
Total	335	2	3	9	223	Road, Terminal, Other	572

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	72	753	591	2,199
Grain	158	550	1,106	2,216
Coal	28	505	88	617
Crude Oil	4	8	13	281
Ethanol	12	13	565	610
Automotive	47	63	993	501
All Other	537	1,090	9,883	11,642



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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	12/20/2015
			Date Week Ended:	12/26/2015

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	0		
CO	152		152
CT	0		
DE	0		
FL	0		
GA	0		
IA	712	340	372
ID	13		13
IL	115	113	2
IN	0		
KS	1,018	789	229
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,636	1,351	285
MO	241	226	15
MS	0		
MT	1,246	902	344
NC	0		
ND	1,271	906	365
NE	1,313	1,022	291
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	233	222	11
OR	0		
PA	0		

RI	0				
SC	3			3	
SD	1,419		1,348	71	
TN	0				
TX	342		328	14	
UT	0				
VA	0				
VT	0				
WA	72			72	
WI	75			75	
WV	0				
WY	16			16	
Total	9,877		7,547	2,330	

# EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 12/20/2015
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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						
CO				114		
CT						
DE						
FL						
GA						
IA				86		
ID						
IL				1		
IN						
KS				152		
KY						
LA						
MA						
MD						
ME						
MI						
MN				139		
MO				3		
MS						
MT	8	1.5	1	381		
NC						
ND	6	1.2	20	991	3	
NE	12	3.0		289		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR						
PA						
RI						
SC						
SD			7	101		
TN				2		
TX				5		



UT						
VA						
VT						
WA					129	
WI					57	
WV						
WY					12	
TOTAL	26	2.1	28	2,462	3	0

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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			
	December Plan	12/26/2015	12/19/2015	12/12/2015	12/5/2015
System	2.8	3.0	3.0	2.9	2.7
CA	2.7	2.9	2.8	2.6	2.2
Gulf	3.0	3.5	3.5	2.8	2.7
Mexico	2.0	2.3	2.0	1.9	1.9
PNW	3.0	2.9	3.0	3.2	2.8
West TX	4.0	2.8	3.8	3.9	2.8

### 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	33.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.3