

ENTERED
Office of Proceedings
March 16, 2016
Part of
Public Record



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

March 16, 2016

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,

A handwritten signature in blue ink, appearing to read "Jill K. Mulligan".

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

March 16, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	3/6/2016
			Date Week Ended:	3/12/2016

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

Intermodal	36.9
Grain unit	25.7
Coal unit	27.0
Automotive unit	28.0
Crude oil unit	27.8
Ethanol unit	25.7
Manifest	23.4
All Other	22.3

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

System Average	26.9
----------------	------

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

Barstow, CA	42.9
Denver, CO	29.1
Fort Worth, TX	24.9
Galesburg, IL	28.1
Kansas City, KS	36.7
Lincoln, NE	34.2
Memphis, TN	22.9
Northtown, MN	24.1
Pasco, WA	28.9
Tulsa, OK	28.1

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

Box	11,421
Covered hopper	70,300
Gondola	8,888
Intermodal	15,934
Multilevel (automotive)	7,380
Open hopper	51,848
Tank	49,361
Other	10,603
Total	225,735

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

Grain	4.5
Coal	2.3
Automotive	23.2
Crude Oil	2.8
Ethanol	7.1
All Other Unit Trains	4.9

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	10	0	10	0	10	Road, Terminal, Other	30
Grain unit	5	5	8	5	38	Road, Terminal, Other	61
Coal unit	9	0	4	4	35	Road, Terminal, Other	52
Automotive unit	12	0	3	0	3	Road, Terminal, Other	18
Crude oil unit	2	0	0	0	7	Road, Terminal, Other	9
Ethanol unit	1	1	0	0	0	Road, Terminal, Other	2
Other unit	0	0	19	0	30	Road, Terminal, Other	49
All other trains	46	0	6	0	82	Road, Terminal, Other	134
Total	85	6	50	9	205	Road, Terminal, Other	355

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	68	716	717	2,935
Grain	143	780	1,161	2,123
Coal	19	896	74	721
Crude Oil	11	99	22	69
Ethanol	21	68	543	881
Automotive	168	82	1,554	780
All Other	660	1,391	11,105	12,747

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	3/6/2016
			Date Week Ended:	3/12/2016

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	1		1
CA	8		8
CO	49		49
CT	0		
DE	0		
FL	0		
GA	0		
IA	695	226	469
ID	20		20
IL	116	114	2
IN	0		
KS	1,083	1,018	65
KY	0		
LA	0		
MA	0		
MD	1		1
ME	0		
MI	0		
MN	2,222	2,020	202
MO	114	114	
MS	0		
MT	749	569	180
NC	0		
ND	2,482	1,812	670
NE	1,138	792	346
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	113	113	
OR	11		11
PA	0		

RI		0			
SC		0			
SD		1,852		1,810	42
TN		0			
TX		239		227	12
UT		0			
VA		0			
VT		0			
WA		140		108	32
WI		0			0
WV		0			
WY		57			57
Total		11,090		8,923	2,167

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 3/6/2016	Date Week Ended: 3/12/2016
----------------	------------	-----------------	---------------------------	----------------------------

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				4		
CO				9		
CT						
DE						
FL						
GA						
IA				8		
ID						
IL						
IN						
KS				5		
KY						
LA						
MA						
MD						
ME						
MI						
MN				204		
MO						
MS						
MT			6	154		
NC						
ND	3	1.7	3	774		
NE			1	212		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR						
PA						
RI						
SC						
SD				42		
TN						
TX				6		

UT						
VA						
VT						
WA			96	37		
WI				26		
WV						
WY				38		
TOTAL	3	1.7	106	1,519	0	0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 3/6/2016
			Date Week Ended: 3/12/2016

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			
	March Plan	3/12/2016	3/5/2016	2/27/2016	2/20/2016
System	2.7	3.1	3.2	3.0	2.9
CA	2.4	2.7	3.1	2.7	3.2
Gulf	3.0	3.4	3.6	3.0	2.6
Mexico	1.4	1.9	1.8	2.1	1.7
PNW	2.8	3.0	3.0	3.0	3.0
West TX	3.4	4.9	4.3	3.9	4.3

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	29.0	31.0
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	3.1

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	3/6/2016
			Date Week Ended:	3/12/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	36.9
Grain unit	25.7
Coal unit	27.0
Automotive unit	28.0
Crude oil unit	27.8
Ethanol unit	25.7
Manifest	23.4
All Other	22.3

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.9

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	42.9
Denver, CO	29.1
Fort Worth, TX	24.9
Galesburg, IL	28.1
Kansas City, KS	36.7
Lincoln, NE	34.2
Memphis, TN	22.9
Northtown, MN	24.1
Pasco, WA	28.9
Tulsa, OK	28.1

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,421
Covered hopper	70,300
Gondola	8,888
Intermodal	15,934
Multilevel (automotive)	7,380
Open hopper	51,848
Tank	49,361
Other	10,603
Total	225,735

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	4.5
Coal	2.3

Automotive	23.2
Crude Oil	2.8
Ethanol	7.1
All Other Unit Trains	4.9

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	10	0	10	0	10	Road, Terminal, Other	30
Grain unit	5	5	8	5	38	Road, Terminal, Other	61
Coal unit	9	0	4	4	35	Road, Terminal, Other	52
Automotive unit	12	0	3	0	3	Road, Terminal, Other	18
Crude oil unit	2	0	0	0	7	Road, Terminal, Other	9
Ethanol unit	1	1	0	0	0	Road, Terminal, Other	2
Other unit	0	0	19	0	30	Road, Terminal, Other	49
All other trains	46	0	6	0	82	Road, Terminal, Other	134
Total	85	6	50	9	205	Road, Terminal, Other	355

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	68	716	717	2,935
Grain	143	780	1,161	2,123
Coal	19	896	74	721
Crude Oil	11	99	22	69
Ethanol	21	68	543	881
Automotive	168	82	1,554	780
All Other	660	1,391	11,105	12,747