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January 13, 2016

239878

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
January 13, 2016
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,



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,



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January 13, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION
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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	1/3/2016
			Date Week Ended:	1/9/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	39.3
Grain unit	26.6
Coal unit	25.9
Automotive unit	31.7
Crude oil unit	28.7
Ethanol unit	25.8
Manifest	25.9
All Other	22.1

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.4

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	41.2
Denver, CO	25.9
Fort Worth, TX	21.1
Galesburg, IL	38.4
Kansas City, KS	31.3
Lincoln, NE	30.0
Memphis, TN	17.0
Northtown, MN	26.6
Pasco, WA	27.4
Tulsa, OK	25.5

3. Total Cars On Line by Car Type for the Reporting Week	
Box	10,663
Covered hopper	66,570
Gondola	8,367
Intermodal	15,861
Multilevel (automotive)	5,034
Open hopper	56,691
Tank	48,666
Other	9,529
Total	221,381

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	5.4
Coal	2.1

Automotive	28.6
Crude Oil	3.0
Ethanol	6.2
All Other Unit Trains	3.9

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	0	5	10	Road, Terminal, Other	25
Grain unit	15	0	3	0	36	Road, Terminal, Other	54
Coal unit	10	0	0	0	95	Road, Terminal, Other	105
Automotive unit	0	0	0	0	5	Road, Terminal, Other	5
Crude oil unit	0	0	2	4	4	Road, Terminal, Other	10
Ethanol unit	0	0	0	0	7	Road, Terminal, Other	7
Other unit	0	3	0	3	17	Road, Terminal, Other	23
All other trains	8	0	16	0	47	Road, Terminal, Other	71
Total	43	3	21	12	221	Road, Terminal, Other	300

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	98	946	741
Grain	271	919	1,240	1,676
Coal	46	1,159	218	838
Crude Oil	3	11	8	158
Ethanol	79	80	558	533
Automotive	135	109	693	652
All Other	1,198	2,248	9,655	10,704

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	1/3/2016
			Date Week Ended:	1/9/2016

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	0		
CO	59		59
CT	0		
DE	0		
FL	0		
GA	0		
IA	809	337	472
ID	2		2
IL	5		5
IN	0		
KS	1,240	1,016	224
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		0
MN	1,470	1,127	343
MO	114	114	
MS	0		
MT	876	671	205
NC	0		
ND	1,987	1,135	852
NE	1,736	1,573	163
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	0		0
OR	10		10
PA	0		

Attachment A

RI	0		
SC	0		
SD	2,082	1,799	283
TN	0		
TX	221	220	1
UT	0		
VA	0		
VT	0		
WA	202	114	88
WI	312	227	85
WV	0		
WY	43		43
Total	11,169	8,333	2,836

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION
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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 1/3/2016	Date Week Ended: 1/9/2016
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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				1		
CA				1		
CO				18		
CT						
DE						
FL						
GA						
IA				79		
ID						
IL						
IN						
KS			3	276		
KY						
LA						
MA						
MD						
ME						
MI						
MN				187		
MO				1		
MS						
MT			2	225		
NC						
ND	2	1.0	23	576	21	
NE				139		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR				2		
PA						
RI						
SC						
SD				168		
TN				2		
TX				2		
UT			3	3		
VA						

Attachment A

VT						
WA			4	36		
WI				181		
WV						
WY				38		
TOTAL	2	1.0	35	1,935	21	0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 1/3/2016
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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			
		1/9/2016	1/2/2016	12/26/2015	12/19/2015
	January Plan				
System	2.7	2.6	2.7	3.0	3.0
CA	2.4	2.4	2.8	2.9	2.8
Gulf	3.0	3.6	3.3	3.5	3.5
Mexico	1.4	1.8	1.8	2.3	2.0
PNW	2.8	2.6	2.8	2.9	3.0
West TX	3.4	3.2	3.1	2.8	3.8

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	34.0	34.0
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.6