



Jill K. Mulligan
Vice President & General Counsel
Regulatory

BNSF Railway Company
P.O. Box 961039
Fort Worth, TX 76161
2500 Lou Menk Drive, AOB-3
Fort Worth, TX 76131-2828
(817) 352-2353 Phone
(817) 352-2398 Fax

April 13, 2016

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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
April 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

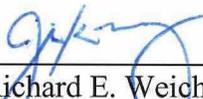
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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,



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

April 13, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	4/3/2016
			Date Week Ended:	4/9/2016

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

Intermodal	36.7
Grain unit	25.9
Coal unit	27.1
Automotive unit	28.9
Crude oil unit	28.5
Ethanol unit	25.4
Manifest	24.8
All Other	22.0

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

System Average	24.1
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	33.5
Denver, CO	26.9
Fort Worth, TX	27.0
Galesburg, IL	26.2
Kansas City, KS	29.3
Lincoln, NE	29.7
Memphis, TN	14.7
Northtown, MN	25.6
Pasco, WA	22.1
Tulsa, OK	20.4

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

Box	10,903
Covered hopper	70,003
Gondola	8,634
Intermodal	16,376
Multilevel (automotive)	6,766
Open hopper	50,261
Tank	49,446
Other	10,064
Total	222,453

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

Grain	5.2
Coal	2.2
Automotive	23.8
Crude Oil	3.6
Ethanol	6.3
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	0	0	12	0	12	Road, Terminal, Other	24
Grain unit	3	0	8	11	19	Road, Terminal, Other	41
Coal unit	6	3	0	3	43	Road, Terminal, Other	55
Automotive unit	8	0	0	0	8	Road, Terminal, Other	16
Crude oil unit	0	0	0	0	4	Road, Terminal, Other	4
Ethanol unit	3	0	0	0	0	Road, Terminal, Other	3
Other unit	10	0	10	0	21	Road, Terminal, Other	41
All other trains	30	0	14	3	25	Road, Terminal, Other	72
Total	60	3	44	17	132	Road, Terminal, Other	256

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	13	690	336	2,599
Grain	114	589	934	1,874
Coal	24	660	122	703
Crude Oil	3	5	5	140
Ethanol	1	17	348	702
Automotive	61	75	1,125	679
All Other	502	1,217	8,504	10,579

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 4/3/2016
			Date Week Ended: 4/9/2016

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	0		
CA	1		1
CO	151	110	41
CT	0		
DE	0		
FL	0		
GA	0		
IA	376	115	261
ID	5		5
IL	226	223	3
IN	0		
KS	1,085	999	86
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	1,397	1,361	36
MO	111	111	
MS	0		
MT	673	451	222
NC	0		
ND	1,686	691	995
NE	1,343	1,231	112
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	113	112	1
OR	3		3
PA	6		6

RI	0			
SC	0			
SD	1,312	1,020		292
TN	0			
TX	128	110		18
UT	0			
VA	0			
VT	0			
WA	387	335		52
WI	54			54
WV	0			
WY	38			38
Total	9,096	6,869		2,227

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 4/3/2016
			Date Week Ended: 4/9/2016

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				6		
CO				6		
CT						
DE						
FL						
GA						
IA				10		
ID						
IL						
IN						
KS				55		
KY						
LA						
MA						
MD						
ME						
MI						
MN	2	2.0		70	10	
MO				3		
MS						
MT			5	217		
NC						
ND	1	1.0	5	675	12	
NE				193	24	
NH						
NJ						
NM						
NV						
NY						
OH						
OK				1		
OR				2		
PA						
RI						
SC						
SD				234		
TN						
TX				118		

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 4/3/2016
			Date Week Ended: 4/9/2016

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			
	April Plan	4/9/2016	4/2/2016	3/26/2016	3/19/2016
System	2.7	2.9	3.1	3.0	2.9
CA	2.4	2.7	3.1	2.4	3.5
Gulf	3.0	2.8	3.6	3.4	2.4
Mexico	1.4	2.0	2.2	2.0	2.0
PNW	2.8	3.0	3.0	2.9	2.9
West TX	3.4	2.6	3.9	4.0	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	27.0	24.7
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	1.7