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February 3, 2016

Ms. Cynthia Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

239986

ENTERED
Office of Proceedings
February 3, 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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February 3, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	1/24/2016
			Date Week Ended:	1/30/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	36.4
Grain unit	25.4
Coal unit	25.8
Automotive unit	29.0
Crude oil unit	29.1
Ethanol unit	25.5
Manifest	24.2
All Other	23.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.8

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	38.0
Denver, CO	30.8
Fort Worth, TX	27.5
Galesburg, IL	37.9
Kansas City, KS	38.2
Lincoln, NE	31.3
Memphis, TN	20.7
Northtown, MN	25.4
Pasco, WA	34.3
Tulsa, OK	25.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,404
Covered hopper	69,909
Gondola	8,524
Intermodal	15,730
Multilevel (automotive)	6,152
Open hopper	54,710
Tank	49,767
Other	10,007
Total	226,203

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	5.4
Coal	1.9

Automotive	23.5
Crude Oil	2.4
Ethanol	11.0
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	7	0	15	0	11	Road, Terminal, Other	33
Grain unit	15	0	8	8	40	Road, Terminal, Other	71
Coal unit	12	0	10	0	66	Road, Terminal, Other	88
Automotive unit	13	0	0	0	0	Road, Terminal, Other	13
Crude oil unit	0	2	0	0	3	Road, Terminal, Other	5
Ethanol unit	0	0	0	2	7	Road, Terminal, Other	9
Other unit	0	3	6	0	30	Road, Terminal, Other	39
All other trains	16	0	19	6	64	Road, Terminal, Other	105
Total	63	5	58	16	221	Road, Terminal, Other	363

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	91	735	527
Grain	133	670	1,775	2,223
Coal	33	819	213	1,199
Crude Oil	5	11	12	139
Ethanol	20	42	402	719
Automotive	117	68	1,066	757
All Other	760	1,283	11,639	12,960

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 1/24/2016
			Date Week Ended: 1/30/2016

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	181	113	68
CT	0		
DE	0		
FL	0		
GA	0		
IA	713	447	266
ID	14		14
IL	6		6
IN	0		
KS	782	679	103
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	1,811	1,572	239
MO	228	228	
MS	0		
MT	870	565	305
NC	0		
ND	2,207	1,587	620
NE	1,834	1,593	241
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	111		111
OR	2		2
PA	0		

Attachment A

RI	0		
SC	0		
SD	2,219	1,908	311
TN	0		
TX	31	0	31
UT	0		
VA	0		
VT	0		
WA	134	114	20
WI	120		120
WV	0		
WY	35		35
Total	11,300	8,806	2,494

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 1/24/2016	Date Week Ended: 1/30/2016
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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						
CA				8		
CO			1	107		
CT						
DE						
FL						
GA						
IA				42		
ID						
IL						
IN						
KS				128	1	
KY						
LA						
MA						
MD						
ME						
MI						
MN			5	249	2	
MO				1		
MS						
MT				244		
NC						
ND				492	6	
NE				44		
NH						
NJ						
NM						
NV						
NY						
OH						
OK				112		
OR				1		
PA						
RI						
SC						
SD				196		
TN						
TX				25		
UT						
VA						

Attachment A

VT						
WA				143		
WI				134		
WV						
WY				33		
TOTAL	0	0.0	6	1,959	9	0

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 1/24/2016
			Date Week Ended: 1/30/2016

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			
		1/30/2016	1/23/2016	1/16/2016	1/9/2016
	January Plan				
System	2.7	2.8	2.7	2.7	2.6
CA	2.4	2.4	2.7	2.8	2.4
Gulf	3.0	3.0	3.1	2.3	3.6
Mexico	1.4	2.1	1.9	2.1	1.8
PNW	2.8	2.8	2.7	2.8	2.6
West TX	3.4	3.6	3.9	3.9	3.2

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	37.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.9