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February 24, 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", 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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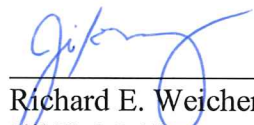
**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

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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February 24, 2016

# EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 2/14/2016	Date Week Ended: 2/20/2016
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## 1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	36.9
Grain unit	26.2
Coal unit	26.5
Automotive unit	28.8
Crude oil unit	28.1
Ethanol unit	26.0
Manifest	24.3
All Other	23.2

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

System Average	27.2
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## 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity

Barstow, CA	45.4
Denver, CO	27.0
Fort Worth, TX	25.8
Galesburg, IL	39.1
Kansas City, KS	32.6
Lincoln, NE	30.3
Memphis, TN	20.6
Northtown, MN	24.3
Pasco, WA	28.1
Tulsa, OK	23.7

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

Box	11,325
Covered hopper	70,358
Gondola	8,732
Intermodal	15,721
Multilevel (automotive)	7,257
Open hopper	52,803
Tank	49,421
Other	10,108
Total	225,725

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	4.1
Coal	2.2
Automotive	29.4
Crude Oil	2.9
Ethanol	6.9
All Other Unit Trains	6.7

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	Crew	Locomotive power	Track maintenance	Mechanical Issue	Cause	
					Number	Other
Intermodal	0	0	8	0	24	
Grain unit	9	0	0	2	56	Road, Terminal, Other
Coal unit	5	0	3	0	66	Road, Terminal, Other
Automotive unit	4	0	0	0	12	Road, Terminal, Other
Crude oil unit	0	0	0	0	10	Road, Terminal, Other
Ethanol unit	2	0	2	0	2	Road, Terminal, Other
Other unit	0	0	23	0	24	Road, Terminal, Other
All other trains	39	0	13	0	49	Road, Terminal, Other
Total	59	0	49	2	243	Road, Terminal, Other
						353

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	40	753	551	2,938
Grain	209	553	1,257	2,429
Coal	27	1,189	201	656
Crude Oil	1	21	21	247
Ethanol	2	73	624	603
Automotive	91	62	1,286	757
All Other	645	1,295	11,713	13,868



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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 2/14/2016	Date Week Ended: 2/20/2016
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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	3		3
CO	59		59
CT	0		
DE	0		
FL	0		
GA	0		
IA	605	443	162
ID	10		10
IL	119	113	6
IN	0		
KS	933	679	254
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,590	1,254	336
MO	114	114	
MS	0		
MT	1,035	910	125
NC	0		
ND	2,562	1,921	741
NE	1,848	1,576	272
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	333	333	
OR	2		2
PA	0		

RI		0			
SC		0			
SD		1,763	1,351		412
TN		0			
TX		125	112		13
UT		0			
VA		0			
VT		0			
WA		161	115		46
WI		214			214
WV		0			
WY		22			22
Total		11,598	8,921		2,677

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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			1	4		
CO				41	2	
CT						
DE						
FL						
GA						
IA				163		
ID						
IL						
IN						
KS				133		
KY						
LA						
MA						
MD						
ME						
MI						
MN			5	344	5	
MO						
MS						
MT			5	201		
NC						
ND			6	778	18	
NE				260	2	
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR				2		
PA						
RI						
SC						
SD				394		
TN				1		
TX				4		
UT						



VA										
VT										
WA								178		
WI								208		
WV										
WY								20		
TOTAL		0	0.0	17		2,731	27	0		

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			Date Week Ended: 2/20/2016

### 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			
	February Plan	2/20/2016	2/13/2016	2/6/2016	1/30/2016
System	2.5	2.9	2.9	2.9	2.8
CA	2.3	3.2	2.9	2.6	2.4
Gulf	2.9	2.6	2.7	3.2	3.0
Mexico	1.3	1.7	2.0	1.5	2.1
PNW	2.7	3.0	2.9	2.9	2.8
West TX	3.2	4.3	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	36.0	35.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.7