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June 1, 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
June 1, 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

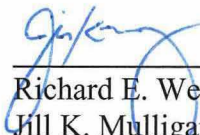
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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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June 1, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	5/22/2016
			Date Week Ended:	5/28/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	35.8
Grain unit	25.4
Coal unit	25.0
Automotive unit	28.2
Crude oil unit	28.1
Ethanol unit	26.0
Manifest	24.1
All Other	22.1

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	31.4
Denver, CO	30.6
Fort Worth, TX	19.5
Galesburg, IL	27.3
Kansas City, KS	38.1
Lincoln, NE	33.0
Memphis, TN	16.6
Northtown, MN	23.6
Pasco, WA	24.3
Tulsa, OK	24.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,050
Covered hopper	68,175
Gondola	8,523
Intermodal	16,521
Multilevel (automotive)	7,728
Open hopper	51,339
Tank	50,102
Other	9,467
Total	222,905

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
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Grain	4.0
Coal	2.4
Automotive	26.7
Crude Oil	3.0
Ethanol	4.9
All Other Unit Trains	5.5

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	2	5	0	0	33	Road, Terminal, Other	40
Grain unit	3	1	2	0	47	Road, Terminal, Other	53
Coal unit	7	4	1	7	44	Road, Terminal, Other	63
Automotive unit	0	2	0	2	25	Road, Terminal, Other	29
Crude oil unit	0	0	0	6	3	Road, Terminal, Other	9
Ethanol unit	0	0	0	0	11	Road, Terminal, Other	11
Other unit	0	3	0	1	42	Road, Terminal, Other	46
All other trains	7	3	1	0	95	Road, Terminal, Other	106
Total	19	18	4	16	300	Road, Terminal, Other	357

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	55	604	315	2,833
Grain	117	475	784	1,475
Coal	33	753	67	675
Crude Oil	0	7	7	78
Ethanol	2	67	389	654
Automotive	27	216	1,047	989
All Other	322	1,125	8,411	10,447

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 5/22/2016	Date Week Ended: 5/28/2016
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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	5		5
CO	156		156
CT	0		
DE	0		
FL	0		
GA	0		
IA	486	227	259
ID	6		6
IL	4		4
IN	0		
KS	1,093	905	188
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,559	1,365	194
MO	114	114	
MS	0		
MT	862	564	298
NC	0		
ND	826	341	485
NE	1,511	1,131	380
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	269	226	43
OR	0		
PA	0		

RI	0			
SC	0			
SD	1,518	1,366		152
TN	0			
TX	151			151
UT	0			
VA	0			
VT	0			
WA	374	340		34
WI	141	114		27
WV	0			
WY	74			74
Total	9,149	6,693		2,456

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 5/22/2016	Date Week Ended: 5/28/2016
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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				10		
CO			2	126	2	
CT						
DE						
FL						
GA						
IA			7	27		
ID						
IL						
IN						
KS			22	168		
KY						
LA						
MA						
MD						
ME						
MI						
MN				62		
MO				2		
MS						
MT				219	4	
NC						
ND				511	7	
NE	3	1.0		266		
NH						
NJ						
NM				1		
NV						
NY						
OH						
OK				110	10	
OR						
PA						
RI						
SC						
SD				28	24	
TN						
TX	8	1.0		51	131	

UT						
VA						
VT						
WA				143		
WI				11		
WV						
WY				61	48	
TOTAL	11	1.0	31	1,796	226	0

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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			
	May Plan	5/28/2016	5/21/2016	5/14/2016	5/7/2016
System	3.0	2.8	2.7	3.1	3.0
CA	2.8	2.9	3.2	2.5	3.0
Gulf	3.2	2.5	2.3	3.6	2.6
Mexico	2.0	1.7	1.7	1.6	2.2
PNW	3.2	3.1	3.3	3.3	3.3
West TX	3.8	4.8	4.1	3.8	3.3

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	30.0	30.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.1