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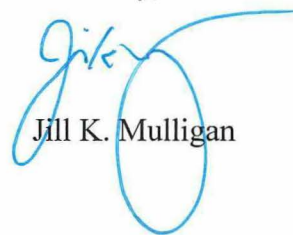
Ms. Cynthia Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

**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

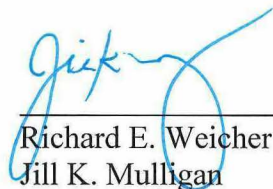
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
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July 13, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	7/3/2016
			Date Week Ended:	7/9/2016

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

Intermodal	35.4
Grain unit	24.1
Coal unit	22.9
Automotive unit	27.9
Crude oil unit	25.6
Ethanol unit	25.8
Manifest	23.4
All Other	21.1

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

System Average	24.5
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	33.9
Denver, CO	27.7
Fort Worth, TX	24.3
Galesburg, IL	27.1
Kansas City, KS	34.0
Lincoln, NE	32.9
Memphis, TN	17.3
Northtown, MN	23.6
Pasco, WA	27.6
Tulsa, OK	22.3

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

Box	11,196
Covered hopper	68,423
Gondola	8,554
Intermodal	16,404
Multilevel (automotive)	8,094
Open hopper	54,227
Tank	49,746
Other	9,842
Total	226,486

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

Grain	5.3
Coal	2.5

Automotive	25.8
Crude Oil	5.8
Ethanol	6.7
All Other Unit Trains	8.8

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	34	15	0	0	6	Road, Terminal, Other	55
Grain unit	61	10	4	6	28	Road, Terminal, Other	109
Coal unit	73	10	0	22	35	Road, Terminal, Other	140
Automotive unit	16	0	0	0	6	Road, Terminal, Other	22
Crude oil unit	4	1	1	4	1	Road, Terminal, Other	11
Ethanol unit	11	0	0	0	2	Road, Terminal, Other	13
Other unit	21	3	3	9	12	Road, Terminal, Other	48
All other trains	95	8	0	2	41	Road, Terminal, Other	146
Total	315	47	8	43	131	Road, Terminal, Other	544

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	39	412	679	2,442
Grain	172	510	1,186	1,772
Coal	21	492	165	1,075
Crude Oil	0	33	15	103
Ethanol	9	78	433	720
Automotive	79	126	1,517	736
All Other	644	1,422	10,733	11,780

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	7/3/2016
			Date Week Ended:	7/9/2016

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	2		2
CO	117		117
CT	0		
DE	0		
FL	0		
GA	0		
IA	761	570	191
ID	2		2
IL	114	114	
IN	0		
KS	734	452	282
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	2,302	2,140	162
MO	113	107	6
MS	0		
MT	921	675	246
NC	0		
ND	2,386	1,692	694
NE	1,402	1,016	386
NH	0		
NJ	0		
NM	11		11
NV	0		
NY	0		
OH	0		
OK	134	114	20
OR	0		
PA	0		

RI	0		
SC	0		
SD	1,806	1,567	239
TN	0		
TX	161	114	47
UT	0		
VA	0		
VT	0		
WA	128	113	15
WI	48		48
WV	0		
WY	53		53
Total	11,196	8,674	2,522

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 7/3/2016
			Date Week Ended: 7/9/2016

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				1		
AZ				1		
CA				2	2	
CO				122		
CT						
DE						
FL						
GA						
IA	9	1.0		163	10	
ID						
IL				5		
IN						
KS				158	15	
KY						
LA						
MA						
MD						
ME						
MI						
MN			6	260		
MO				40		
MS						
MT	39	1.4	9	310	7	
NC						
ND	1	1.0	48	1,043		
NE	1	7.0	1	252		
NH						
NJ						
NM				8		
NV						
NY						
OH						
OK						
OR						
PA						
RI						
SC						
SD				268		
TN						
TX				117		
UT						
VA						

VT						
WA				53		
WI				25		
WV						
WY				45		
TOTAL	50	1.4	64	2,873	34	0

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 7/3/2016
			Date Week Ended: 7/9/2016

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			
	July Plan	7/9/2016	7/2/2016	6/25/2016	6/18/2016
System	3.0	2.9	2.7	3.1	3.1
CA	2.8	2.7	2.4	3.1	2.4
Gulf	3.2	3.7	3.8	3.4	4.0
Mexico	2.0	1.7	1.9	2.0	1.8
PNW	3.2	2.9	2.6	3.0	3.0
West TX	3.8	3.0	4.8	3.5	3.9

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	43.0	36.6
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	1.7

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Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
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