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July 27, 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,

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
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July 27, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	7/17/2016
			Date Week Ended:	7/23/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	34.8
Grain unit	23.7
Coal unit	21.8
Automotive unit	25.7
Crude oil unit	24.5
Ethanol unit	23.0
Manifest	22.9
All Other	20.2

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	23.9

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	32.0
Denver, CO	31.8
Fort Worth, TX	26.7
Galesburg, IL	32.3
Kansas City, KS	30.5
Lincoln, NE	32.5
Memphis, TN	16.3
Northtown, MN	25.2
Pasco, WA	26.2
Tulsa, OK	29.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,287
Covered hopper	69,183
Gondola	8,327
Intermodal	16,521
Multilevel (automotive)	7,388
Open hopper	55,008
Tank	50,200
Other	10,102
Total	228,016

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

Grain	4.6
Coal	2.6
Automotive	29.8
Crude Oil	3.9
Ethanol	13.3
All Other Unit Trains	6.1

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	5	0	20	0	15	Road, Terminal, Other	40
Grain unit	14	2	20	0	59	Road, Terminal, Other	95
Coal unit	51	3	20	8	65	Road, Terminal, Other	147
Automotive unit	0	0	4	0	21	Road, Terminal, Other	25
Crude oil unit	6	0	2	0	12	Road, Terminal, Other	20
Ethanol unit	0	0	2	0	6	Road, Terminal, Other	8
Other unit	15	0	33	0	23	Road, Terminal, Other	71
All other trains	30	0	27	0	51	Road, Terminal, Other	108
Total	121	5	128	8	252	Road, Terminal, Other	514

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	107	833	583	2,685
Grain	158	481	1,239	1,826
Coal	6	929	65	861
Crude Oil	0	5	8	65
Ethanol	33	28	397	655
Automotive	12	202	1,021	914
All Other	512	1,111	9,044	11,493

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	7/17/2016
			Date Week Ended:	7/23/2016

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	3		3
AZ	1		1
CA	6		6
CO	160	109	51
CT	0		
DE	0		
FL	0		
GA	0		
IA	832	558	274
ID	25		25
IL	107	105	2
IN	0		
KS	877	564	313
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	3,140	2,935	205
MO	0		
MS	0		
MT	1,544	1,251	293
NC	0		
ND	3,390	2,485	905
NE	1,083	793	290
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	114	114	
OR	6		6
PA	0		

RI	0		
SC	0		
SD	2,063	1,576	487
TN	0		
TX	128	113	15
UT	1		1
VA	0		
VT	0		
WA	9		9
WI	106		106
WV	0		
WY	21		21
Total	13,617	10,603	3,014

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	7/17/2016
			Date Week Ended:	7/23/2016

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				9		
CO			1	94		
CT						
DE						
FL						
GA						
IA	28	2.5	10	40		
ID						
IL				1		
IN						
KS			7	253		
KY						
LA						
MA						
MD						
ME						
MI						
MN			7	257		
MO				4		
MS						
MT	24	1.0	5	269	15	
NC						
ND	25	1.0	1	943	18	
NE	1	1.0	48	247	15	
NH						
NJ						
NM				5		
NV						
NY						
OH						
OK				3		
OR				1		
PA						
RI						
SC						
SD			2	235		
TN						
TX			1	126		

UT			1	1		
VA						
VT						
WA				30	1	
WI				83		
WV						
WY				21		
TOTAL	78	1.5	83	2,622	49	0

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	7/17/2016
			Date Week Ended:	7/23/2016

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	7/23/2016	7/16/2016	7/9/2016	7/2/2016
System	3.0	3.1	3.0	2.9	2.7
CA	2.8	2.2	2.7	2.7	2.4
Gulf	3.2	3.4	1.9	3.7	3.8
Mexico	2.0	1.8	1.8	1.7	1.9
PNW	3.2	3.1	3.0	2.9	2.6
West TX	3.8	3.9	3.6	3.0	4.8

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	40.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.3