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August 10, 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
August 10, 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,

A handwritten signature in blue ink, appearing to be "J.K. Mulligan", with a large, stylized loop at the end.

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB EX PARTE NO. 724 (Sub-No. 3)

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

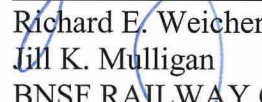
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
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August 10, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 7/31/2016	Date Week Ended: 8/6/2016
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1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	33.7
Grain unit	22.5
Coal unit	21.8
Automotive unit	24.5
Crude oil unit	25.1
Ethanol unit	22.3
Manifest	22.3
All Other	19.9

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

System Average	24.8
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity

Barstow, CA	32.5
Denver, CO	35.5
Fort Worth, TX	20.6
Galesburg, IL	39.2
Kansas City, KS	31.1
Lincoln, NE	30.8
Memphis, TN	17.8
Northtown, MN	24.5
Pasco, WA	26.4
Tulsa, OK	29.0

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

Box	11,681
Covered hopper	70,020
Gondola	8,569
Intermodal	16,425
Multilevel (automotive)	7,062
Open hopper	55,776
Tank	49,983
Other	10,210
Total	229,726

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

Grain	5.5
Coal	3.0
Automotive	24.5
Crude Oil	3.1
Ethanol	8.1
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

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	
					Number	Briefly Explain Cause
Intermodal	22	0	6	0	28	Road, Terminal, Other
Grain unit	16	0	31	2	42	Road, Terminal, Other
Coal unit	61	5	8	8	81	Road, Terminal, Other
Automotive unit	9	0	15	0	12	Road, Terminal, Other
Crude oil unit	0	0	6	0	16	Road, Terminal, Other
Ethanol unit	7	0	4	0	4	Road, Terminal, Other
Other unit	18	3	13	3	28	Road, Terminal, Other
All other trains	23	0	42	0	62	Road, Terminal, Other
Total	156	8	125	13	273	Road, Terminal, Other
						575

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	839	403	2,805
Grain	117	478	1,427	2,292
Coal	22	744	70	835
Crude Oil	0	14	8	135
Ethanol	6	41	398	662
Automotive	21	88	895	878
All Other	564	1,067	10,389	12,390

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 7/31/2016
		Date Week Ended: 8/6/2016	

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		0
CA	21		21
CO	350	221	129
CT	0		
DE	0		
FL	0		
GA	0		
IA	1,062	675	387
ID	17		17
IL	118	114	4
IN	0		
KS	1,254	776	478
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	3		3
MN	2,764	2,551	213
MO	225	225	
MS	0		
MT	2,153	1,815	338
NC	0		
ND	2,065	1,363	702
NE	1,653	1,468	185
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	214	214	
OR	13		13
PA	0		

RI		0			
SC		0			
SD		2,009	1,469		540
TN		0			
TX		226			18
UT		2	208		2
VA		0			
VT		0			
WA		50			50
WI		72			72
WV		0			
WY		57			57
Total		14,328	11,099		3,229

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: Date Week Ended:	7/31/2016 8/6/2016
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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			1	12		
CO				20		
CT						
DE						
FL						
GA						
IA	10	1.0		30		
ID						
IL						
IN						
KS			1	516		
KY						
LA						
MA						
MD						
ME						
MI						
MN				147	3	
MO				6		
MS						
MT				265		
NC						
ND			10	547	3	
NE			3	78	24	
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR						
PA						
RI						
SC						
SD				410		
TN						
TX				135	24	

UT					1				
VA									
VT									
WA					72			1	
WI					86				
WV									
WY					57				
TOTAL		10		1.0	15		2,382	55	0

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 7/31/2016
			Date Week Ended: 8/6/2016

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			
	August Plan	8/6/2016	7/30/2016	7/23/2016	7/16/2016
System	3.0	3.1	3.1	3.1	3.0
CA	2.8	2.4	2.7	2.2	2.7
Gulf	3.2	3.4	3.3	3.4	1.9
Mexico	2.0	1.0	1.0	1.8	1.8
PNW	3.2	2.9	3.0	3.1	3.0
West TX	3.8	4.0	4.0	3.9	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	48.0	44.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.6