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August 17, 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 17, 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

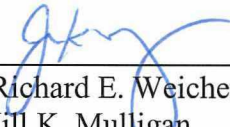
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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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August 17, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 8/7/2016 Date Week Ended: 8/13/2016
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1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	34.2
Grain unit	22.6
Coal unit	21.2
Automotive unit	26.2
Crude oil unit	25.1
Ethanol unit	23.1
Manifest	22.4
All Other	20.2

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	35.1
Denver, CO	27.6
Fort Worth, TX	23.1
Galesburg, IL	40.4
Kansas City, KS	34.2
Lincoln, NE	29.9
Memphis, TN	17.0
Northtown, MN	24.0
Pasco, WA	26.4
Tulsa, OK	24.7

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,485
Covered hopper	70,176
Gondola	8,326
Intermodal	16,360
Multilevel (automotive)	7,620
Open hopper	55,667
Tank	49,976
Other	10,123
Total	229,733

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
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Grain	4.5
Coal	3.1
Automotive	27.2
Crude Oil	2.8
Ethanol	10.2
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		Total	
					Number	Briefly Explain Cause		
Intermodal	0	0	29	0	8	Road, Terminal, Other	37	
Grain unit	12	0	25	0	44	Road, Terminal, Other	81	
Coal unit	43	6	23	9	76	Road, Terminal, Other	157	
Automotive unit	2	0	16	0	14	Road, Terminal, Other	32	
Crude oil unit	2	0	7	0	10	Road, Terminal, Other	19	
Ethanol unit	0	0	6	0	2	Road, Terminal, Other	8	
Other unit	6	0	15	6	42	Road, Terminal, Other	69	
All other trains	40	3	53	0	46	Road, Terminal, Other	142	
Total	105	9	174	15	242	Road, Terminal, Other	545	

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	162	1,104	1,075	2,116
Grain	18	662	162	699
Coal	0	18	10	142
Crude Oil	28	72	555	647
Ethanol	45	154	1,219	823
Automotive	713	1,294	9,965	12,893
All Other				

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 8/7/2016
			Date Week Ended: 8/13/2016

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	12		12
CO	297	224	73
CT	0		
DE	0		
FL	0		
GA	0		
IA	870	451	419
ID	14		14
IL	462	455	7
IN	0		
KS	1,509	884	625
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	2,419	2,269	150
MO	116	114	2
MS	0		
MT	1,135	786	349
NC	0		
ND	2,865	1,816	1,049
NE	1,922	1,463	459
NH	0		
NJ	0		
NM	10		10
NV	0		
NY	0		
OH	0		
OK	108	106	2
OR	18		18
PA	0		

RI	0			
SC	0			
SD	1,896	1,705		191
TN	0			
TX	350	221		129
UT	0			
VA	0			
VT	0			
WA	253	114		139
WI	47			47
WV	0			
WY	85			85
Total	14,390	10,608		3,782

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 8/7/2016	Date Week Ended: 8/13/2016
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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				1		
CA				15		
CO	2	1.0	2	5		
CT						
DE						
FL						
GA						
IA				287		
ID						
IL						
IN						
KS			5	247		
KY						
LA						
MA						
MD						
ME						
MI						
MN				188		
MO				6		
MS						
MT			3	324		
NC						
ND	3	1.0	29	1,135		
NE	4	1.0	2	36		
NH						
NJ						
NM						
NV				1		
NY						
OH						
OK				1		
OR				4		
PA						
RI						
SC						
SD				141		
TN						
TX				227		

UT									
VA									
VT									
WA	1	2.0			195				
WI					113				
WV									
WY					72				
TOTAL	10	1.1	41	2,998	0	0			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			
		8/13/2016	8/6/2016	7/30/2016	7/23/2016
	August Plan				
System	3.0	3.0	3.1	3.1	3.1
CA	2.8	2.9	2.4	2.7	2.2
Gulf	3.2	3.2	3.4	3.3	3.4
Mexico	2.0	1.9	1.0	1.0	1.8
PNW	3.2	2.8	2.9	3.0	3.1
West TX	3.8	4.9	4.0	4.0	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	48.0	43.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.4