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August 24, 2016

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 24, 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 "Jill K. Mulligan", written over a circular stamp or seal.

Jill K. Mulligan

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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

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**UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION**

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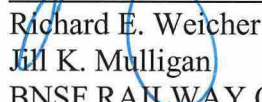
**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

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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Richard E. Weicher  
Jill K. Mulligan  
BNSF RAILWAY COMPANY  
2500 Lou Menk Drive  
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August 24, 2016

## EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	8/14/2016
			Date Week Ended:	8/20/2016

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

Intermodal	34.4
Grain unit	22.0
Coal unit	20.8
Automotive unit	26.8
Crude oil unit	23.7
Ethanol unit	23.5
Manifest	22.1
All Other	20.4

### 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	39.2
Denver, CO	30.0
Fort Worth, TX	23.2
Galesburg, IL	39.5
Kansas City, KS	36.7
Lincoln, NE	28.7
Memphis, TN	18.8
Northtown, MN	24.0
Pasco, WA	27.2
Tulsa, OK	21.6

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

Box	11,311
Covered hopper	70,001
Gondola	8,315
Intermodal	16,333
Multilevel (automotive)	7,710
Open hopper	56,576
Tank	50,120
Other	10,025
Total	230,391

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

Grain	4.6
Coal	2.7
Automotive	32.5
Crude Oil	3.7
Ethanol	9.0
All Other Unit Trains	8.6

**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	9	0	7	0	70	Road, Terminal, Other	86
Grain unit	18	4	45	0	49	Road, Terminal, Other	116
Coal unit	24	19	32	11	71	Road, Terminal, Other	157
Automotive unit	5	0	5	0	14	Road, Terminal, Other	24
Crude oil unit	2	0	11	0	6	Road, Terminal, Other	19
Ethanol unit	0	0	0	0	10	Road, Terminal, Other	10
Other unit	10	0	22	0	41	Road, Terminal, Other	73
All other trains	34	8	61	0	58	Road, Terminal, Other	161
Total	102	31	183	11	319	Road, Terminal, Other	646

**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	61	606	485	2,745
Grain	155	702	1,131	1,837
Coal	62	653	65	838
Crude Oil	2	38	3	76
Ethanol	54	70	760	720
Automotive	45	65	1,264	913
All Other	653	1,207	10,870	12,410

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 8/14/2016
			Date Week Ended: 8/20/2016

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	6		6
CO	365	341	24
CT	0		
DE	0		
FL	0		
GA	0		
IA	1,295	788	507
ID	5		5
IL	109		109
IN	0		
KS	1,242	914	328
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	2,339	2,156	183
MO	111	111	
MS	0		
MT	1,263	911	352
NC	0		
ND	2,912	1,926	986
NE	1,728	1,589	139
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	222	222	
OR	16		16
PA	0		



RI	0			
SC	0			
SD	1,744	1,465	279	
TN	0			
TX	128		128	
UT	0			
VA	0			
VT	0			
WA	366	229	137	
WI	77		77	
WV	0			
WY	38		38	
Total	13,966	10,652	3,314	

## EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	8/14/2016
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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				5		
CO				41		
CT						
DE						
FL						
GA						
IA			24	218		
ID						
IL				3		
IN						
KS			4	250		
KY						
LA						
MA						
MD						
ME						
MI						
MN				60	1	
MO				1		
MS						
MT	24	1.0	19	229		
NC						
ND			31	1,140	4	
NE	2	1.0	2	87		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR				4		
PA						
RI						
SC						
SD			24	280		
TN						
TX				7		



UT						
VA						
VT						
WA					113	15
WI					88	
WV						
WY					38	
TOTAL	26	1.0	104	2,564	20	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			
	August Plan	8/20/2016	8/13/2016	8/6/2016	7/30/2016
System	3.0	3.0	3.0	3.1	3.1
CA	2.8	2.5	2.9	2.4	2.7
Gulf	3.2	3.3	3.2	3.4	3.3
Mexico	2.0	1.5	1.9	1.0	1.0
PNW	3.2	3.0	2.8	2.9	3.0
West TX	3.8	4.1	4.9	4.0	4.0

### 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	42.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.7