



**Jill K. Mulligan**  
Vice President & General Counsel  
Regulatory

**BNSF Railway Company**  
P.O. Box 961039  
Fort Worth, TX 76161  
2500 Lou Menk Drive, AOB-3  
Fort Worth, TX 76131-2828  
(817) 352-2353 Phone  
(817) 352-2398 Fax

September 14, 2016

241501

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

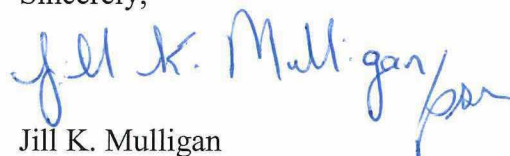
ENTERED  
Office of Proceedings  
September 14, 2016  
Part of  
Public Record

**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 that reads "Jill K. Mulligan". The signature is stylized and includes a flourish 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**

---

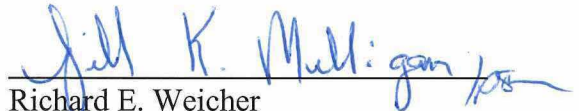
**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

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  
BNSF RAILWAY COMPANY  
2500 Lou Menk Drive  
Fort Worth, Texas 76131

September 14, 2016

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

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 9/4/2016
			Date Week Ended: 9/10/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	34.7
Grain unit	23.4
Coal unit	21.3
Automotive unit	25.8
Crude oil unit	25.0
Ethanol unit	22.8
Manifest	23.0
All Other	21.3

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	31.9
Denver, CO	28.1
Fort Worth, TX	17.5
Galesburg, IL	39.7
Kansas City, KS	37.9
Lincoln, NE	29.4
Memphis, TN	18.2
Northtown, MN	26.0
Pasco, WA	26.4
Tulsa, OK	25.2

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,618
Covered hopper	71,237
Gondola	8,196
Intermodal	16,345
Multilevel (automotive)	8,280
Open hopper	56,198
Tank	50,333
Other	10,215
Total	232,422

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

Grain	12.2
Coal	2.6
Automotive	26.2
Crude Oil	3.0
Ethanol	16.4
All Other Unit Trains	6.5

**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	30	0	14	0	27	Road, Terminal, Other	71
Grain unit	18	0	9	0	92	Road, Terminal, Other	119
Coal unit	44	10	10	3	98	Road, Terminal, Other	165
Automotive unit	7	3	7	0	14	Road, Terminal, Other	31
Crude oil unit	3	0	3	1	14	Road, Terminal, Other	21
Ethanol unit	0	0	3	0	14	Road, Terminal, Other	17
Other unit	10	0	13	3	40	Road, Terminal, Other	66
All other trains	34	3	24	3	58	Road, Terminal, Other	122
Total	146	16	83	10	357	Road, Terminal, Other	612

**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	63	838	565	2,862
Grain	402	652	1,304	2,172
Coal	51	808	221	908
Crude Oil	0	5	4	79
Ethanol	25	62	461	743
Automotive	141	120	1,349	977
All Other	930	1,633	10,512	12,113

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

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 9/4/2016
			Date Week Ended: 9/10/2016

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	20		20
CO	193	115	78
CT	0		
DE	0		
FL	0		
GA	0		
IA	853	337	516
ID	9		9
IL	443	333	110
IN	0		
KS	1,485	1,121	364
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	3		3
MN	1,872	1,703	169
MO	225	225	
MS	0		
MT	1,008	679	329
NC	0		
ND	2,739	1,363	1,376
NE	1,765	1,681	84
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	223	223	
OR	17	5	12
PA	0		

RI	0		
SC	0		
SD	950	673	277
TN	0		
TX	348	333	15
UT	0		
VA	0		
VT	0		
WA	276	229	47
WI	96		96
WV	0		
WY	16		16
Total	12,542	9,020	3,522



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

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 9/4/2016	Date Week Ended: 9/10/2016
----------------	------------	-----------------	---------------------------	----------------------------

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				1		
CA				20		
CO			2	3		
CT						
DE						
FL						
GA						
IA			24	275		
ID						
IL				109		
IN						
KS	21	1.3	1	417		
KY						
LA						
MA						
MD						
ME						
MI						
MN				211		
MO			2	7		
MS						
MT			4	321	6	
NC						
ND	1	1.0	10	1,340	10	
NE	27	1.1		55		
NH						
NJ						
NM				4		
NV						
NY						
OH						
OK						
OR				2		
PA						
RI						
SC						
SD				386		
TN						
TX				6		



UT						4				
VA										
VT										
WA						72				
WI						104				
WV										
WY						19				
TOTAL		49	1.2	43		3,356	16			0

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

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	9/4/2016
			Date Week Ended:	9/10/2016

### 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			
			9/3/2016	8/27/2016	8/20/2016
	September Plan	9/10/2016			
System	3.0	2.6	2.8	3.0	3.0
CA	2.8	2.5	3.0	2.6	2.5
Gulf	3.2	2.8	2.8	3.1	3.3
Mexico	2.0	1.3	1.1	1.6	1.5
PNW	3.2	2.6	2.6	2.9	3.0
West TX	3.8	2.2	4.5	3.9	4.1

### 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	45.0	44.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.9