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September 28, 2016

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

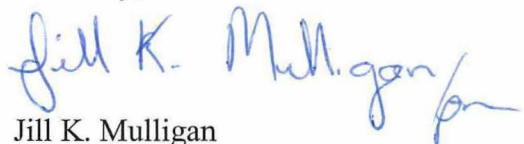
ENTERED  
Office of Proceedings  
September 28, 2016  
Part of  
Public Record

**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**

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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,

  
Richard E. Weicher  
Jill K. Mulligan  
BNSF RAILWAY COMPANY  
2500 Lou Menk Drive  
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September 28, 2016

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

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	9/18/2016
			Date Week Ended:	9/24/2016

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

Intermodal	33.2
Grain unit	21.9
Coal unit	21.9
Automotive unit	25.0
Crude oil unit	23.3
Ethanol unit	22.3
Manifest	21.7
All Other	20.0

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

System Average	24.2
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### 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	36.5
Denver, CO	36.1
Fort Worth, TX	18.7
Galesburg, IL	28.1
Kansas City, KS	36.2
Lincoln, NE	31.8
Memphis, TN	17.9
Northtown, MN	23.7
Pasco, WA	26.9
Tulsa, OK	24.6

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

Box	11,620
Covered hopper	72,594
Gondola	8,322
Intermodal	16,615
Multilevel (automotive)	7,415
Open hopper	57,643
Tank	50,074
Other	10,276
Total	234,559

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

Grain	4.4
Coal	2.9
Automotive	30.9
Crude Oil	5.1
Ethanol	8.6
All Other Unit Trains	7.8

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	3	0	16	0	42	Road, Terminal, Other	61
Grain unit	12	0	20	0	84	Road, Terminal, Other	116
Coal unit	40	5	12	2	101	Road, Terminal, Other	160
Automotive unit	7	0	7	0	17	Road, Terminal, Other	31
Crude oil unit	4	0	1	0	16	Road, Terminal, Other	21
Ethanol unit	0	0	5	0	7	Road, Terminal, Other	12
Other unit	13	3	13	3	61	Road, Terminal, Other	93
All other trains	25	21	25	0	67	Road, Terminal, Other	138
Total	104	29	99	5	395	Road, Terminal, Other	632

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	797	507	2,555
Grain	263	523	1,021	2,065
Coal	27	645	515	821
Crude Oil	1	4	32	177
Ethanol	62	68	584	817
Automotive	61	167	1,394	952
All Other	557	1,712	9,156	12,340

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	9/18/2016
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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		
CA	13		13
CO	295	227	68
CT	0		
DE	0		
FL	0		
GA	0		
IA	675	337	338
ID	10		10
IL	120		120
IN	0		
KS	1,758	1,234	524
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	2,451	2,377	74
MO	222	216	6
MS	0		
MT	981	566	415
NC	0		
ND	3,145	2,143	1,002
NE	1,768	1,691	77
NH	0		
NJ	0		
NM	4		4
NV	0		
NY	0		
OH	0		
OK	218	218	
OR	8		8
PA	0		

RI	0			
SC	0			
SD	1,401	1,236		165
TN	0			
TX	237	217		20
UT	1			1
VA	0			
VT	0			
WA	181	116		65
WI	95			95
WV	0			
WY	12			12
Total	13,595	10,578		3,017

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 9/18/2016
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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				10		
AZ						
CA				12	10	
CO				125		
CT						
DE						
FL						
GA						
IA			1	185		
ID						
IL				114		
IN						
KS				443		
KY						
LA						
MA						
MD						
ME						
MI						
MN				73		
MO				2		
MS				1		
MT			3	388	5	
NC						
ND				1,059	15	
NE				83	24	
NH						
NJ						
NM				6		
NV						
NY						
OH						
OK						
OR	1	1.0		5	2	
PA						
RI						
SC						
SD				190		
TN						
TX				25		

UT						3			
VA									
VT									
WA						31			
WI						71			
WV									
WY						8			
TOTAL	1	1.0	4			2,834	56		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				
			9/17/2016	9/10/2016	9/3/2016	
	September Plan	9/24/2016				
System	3.0	2.6	2.6	2.6	2.8	
CA	2.8	2.7	2.4	2.5	3.0	
Gulf	3.2	2.7	2.7	2.8	2.8	
Mexico	2.0	1.1	1.5	1.3	1.1	
PNW	3.2	2.4	2.5	2.6	2.6	
West TX	3.8	5.3	3.8	2.2	4.5	

### 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	40.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.0