



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

October 12, 2016

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

241769

ENTERED
Office of Proceedings
October 12, 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

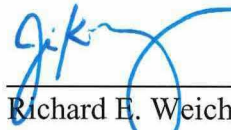
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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,



Richard E. Weicher
Jill K. Mulligan
BNSF RAILWAY COMPANY
2500 Lou Menk Drive
Fort Worth, Texas 76131

October 12, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	10/2/2016
			Date Week Ended:	10/8/2016

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

Intermodal	33.4
Grain unit	22.0
Coal unit	22.3
Automotive unit	26.1
Crude oil unit	23.7
Ethanol unit	23.8
Manifest	22.4
All Other	20.7

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

System Average	24.9
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	33.6
Denver, CO	30.8
Fort Worth, TX	19.9
Galesburg, IL	31.9
Kansas City, KS	35.9
Lincoln, NE	33.7
Memphis, TN	16.8
Northtown, MN	23.3
Pasco, WA	28.2
Tulsa, OK	27.1

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

Box	11,286
Covered hopper	72,698
Gondola	7,809
Intermodal	16,574
Multilevel (automotive)	7,909
Open hopper	56,844
Tank	49,285
Other	10,116
Total	232,521

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

Grain	4.8
Coal	2.8
Automotive	26.9
Crude Oil	8.2
Ethanol	10.6
All Other Unit Trains	7.4

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	15	3	12	0	15	Road, Terminal, Other	45
Grain unit	24	7	38	0	82	Road, Terminal, Other	151
Coal unit	46	14	12	9	78	Road, Terminal, Other	159
Automotive unit	7	0	0	3	13	Road, Terminal, Other	23
Crude oil unit	1	0	3	0	18	Road, Terminal, Other	22
Ethanol unit	3	0	0	3	3	Road, Terminal, Other	9
Other unit	9	3	17	0	23	Road, Terminal, Other	52
All other trains	21	3	17	0	88	Road, Terminal, Other	129
Total	126	30	99	15	320	Road, Terminal, Other	590

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	24	777	719	2,470
Grain	252	680	1,395	2,307
Coal	10	1,174	223	968
Crude Oil	0	2	7	67
Ethanol	20	43	514	749
Automotive	77	218	1,316	1,220
All Other	499	1,278	10,601	12,855

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	10/2/2016
			Date Week Ended:	10/8/2016

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	4		4
AZ	0		
CA	1		1
CO	48		48
CT	0		
DE	0		
FL	0		
GA	0		
IA	344	114	230
ID	13		13
IL	230		230
IN	0		
KS	1,138	555	583
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	2		2
MN	2,348	2,165	183
MO	248	224	24
MS	0		
MT	347		347
NC	0		
ND	4,328	3,192	1,136
NE	1,689	1,468	221
NH	0		
NJ	0		
NM	6		6
NV	0		
NY	0		
OH	0		
OK	111	111	
OR	0		
PA	0		

RI		0			
SC		0			
SD		2,005	1,584		421
TN		0			
TX		13			13
UT		0			
VA		0			
VT		0			
WA		70	0		70
WI		72			72
WV		0			
WY		78			78
Total		13,095	9,413		3,682

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 10/2/2016
			Date Week Ended: 10/8/2016

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				1		
AZ						
CA				2		
CO				12		
CT						
DE						
FL						
GA						
IA				143		
ID						
IL				231		
IN						
KS				428		
KY						
LA						
MA						
MD						
ME						
MI						
MN				149	1	
MO				25		
MS						
MT	2	1.0	12	219		
NC						
ND			10	1,026		
NE			7	158		
NH						
NJ						
NM				7		
NV						
NY						
OH						
OK						
OR						
PA						
RI						
SC						
SD				378		
TN				1		
TX				4		

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 10/2/2016
			Date Week Ended: 10/8/2016

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			
	October Plan	10/8/2016	10/1/2016	9/24/2016	9/17/2016
System	3.0	2.7	2.6	2.6	2.6
CA	2.8	3.2	2.6	2.7	2.4
Gulf	3.0	3.1	2.8	2.7	2.7
Mexico	2.0	2.3	1.6	1.1	1.5
PNW	3.0	2.6	2.6	2.4	2.5
West TX	3.8	5.9	3.1	5.3	3.8

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	44.0	43.6
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.6