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October 19, 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
October 19, 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

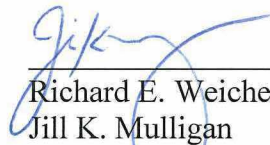
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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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October 19, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	10/9/2016
			Date Week Ended:	10/15/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	33.4
Grain unit	21.9
Coal unit	22.7
Automotive unit	26.5
Crude oil unit	24.1
Ethanol unit	24.6
Manifest	22.3
All Other	20.5

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	23.9

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	35.7
Denver, CO	31.4
Fort Worth, TX	16.6
Galesburg, IL	31.6
Kansas City, KS	33.8
Lincoln, NE	29.1
Memphis, TN	13.7
Northtown, MN	24.5
Pasco, WA	29.0
Tulsa, OK	27.1

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,342
Covered hopper	72,218
Gondola	7,849
Intermodal	16,824
Multilevel (automotive)	7,813
Open hopper	55,978
Tank	49,799
Other	9,843
Total	231,666

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	7.1
Coal	2.8

Automotive	25.8
Crude Oil	9.1
Ethanol	9.2
All Other Unit Trains	7.0

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	17	3	14	0	26	Road, Terminal, Other	60
Grain unit	30	0	23	5	83	Road, Terminal, Other	141
Coal unit	43	3	17	7	93	Road, Terminal, Other	163
Automotive unit	0	0	4	4	23	Road, Terminal, Other	31
Crude oil unit	9	1	4	1	10	Road, Terminal, Other	25
Ethanol unit	0	0	2	0	2	Road, Terminal, Other	4
Other unit	5	3	13	3	26	Road, Terminal, Other	50
All other trains	29	11	13	3	88	Road, Terminal, Other	144
Total	133	21	90	23	351	Road, Terminal, Other	618

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	43	492	588	2,393
Grain	249	481	2,079	2,022
Coal	20	782	256	817
Crude Oil	0	12	307	131
Ethanol	12	63	457	776
Automotive	32	54	1,252	809
All Other	475	1,367	9,905	11,912

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	10/9/2016
			Date Week Ended:	10/15/2016

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	19		19
AZ	0		
CA	12		12
CO	44		44
CT	0		
DE	0		
FL	0		
GA	0		
IA	270	114	156
ID	27		27
IL	117		117
IN	0		
KS	1,194	894	300
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	2,055	1,710	345
MO	24		24
MS	0		
MT	484	115	369
NC	0		
ND	4,745	3,738	1,007
NE	1,334	1,011	323
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	132	112	20
OR	21		21
PA	0		

Attachment A

RI	0		
SC	0		
SD	2,062	1,699	363
TN	0		
TX	26		26
UT	3		3
VA	0		
VT	0		
WA	83		83
WI	71		71
WV	0		
WY	65		65
Total	12,788	9,393	3,395

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 10/9/2016	Date Week Ended: 10/15/2016
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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				12		
CO				21		
CT						
DE						
FL						
GA						
IA				188		
ID						
IL	110	1.0		115		
IN						
KS				165		
KY						
LA						
MA						
MD						
ME						
MI						
MN				327		
MO				8		
MS						
MT	16	1.4	4	414	34	
NC						
ND	4	1.0	37	728	12	
NE	2	2.0		136	110	
NH						
NJ						
NM				1		
NV						
NY						
OH						
OK						
OR				4		
PA						
RI						
SC						
SD				146	1	
TN						
TX				12		
UT						
VA						

Attachment A

VT						
WA				43		
WI				116		
WV						
WY				83		
TOTAL	132	1.1	41	2,519	157	0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	10/9/2016
			Date Week Ended:	10/15/2016

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	10/15/2016	10/8/2016	10/1/2016	9/24/2016
System	3.0	2.5	2.7	2.6	2.6
CA	2.8	3.1	3.2	2.6	2.7
Gulf	3.0	2.8	3.1	2.8	2.7
Mexico	2.0	1.0	2.3	1.6	1.1
PNW	3.0	2.4	2.6	2.6	2.4
West TX	3.8	5.7	5.9	3.1	5.3

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	43.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.1