



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

November 2, 2016

241946

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
November 2, 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

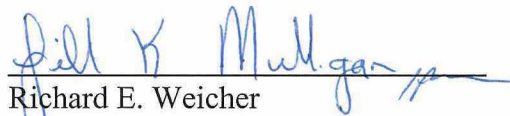
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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

November 2, 2016

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	10/23/2016
			Date Week Ended:	10/29/2016

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

Intermodal	34.5
Grain unit	23.2
Coal unit	23.1
Automotive unit	26.8
Crude oil unit	23.2
Ethanol unit	25.2
Manifest	23.0
All Other	21.2

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

System Average	24.2
----------------	------

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

Barstow, CA	39.6
Denver, CO	31.0
Fort Worth, TX	17.2
Galesburg, IL	28.8
Kansas City, KS	34.3
Lincoln, NE	30.7
Memphis, TN	14.1
Northtown, MN	28.2
Pasco, WA	31.1
Tulsa, OK	24.1

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

Box	11,308
Covered hopper	71,371
Gondola	7,987
Intermodal	16,628
Multilevel (automotive)	7,842
Open hopper	56,680
Tank	50,384
Other	10,444
Total	232,644

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

Grain	4.7
Coal	2.6
Automotive	25.3
Crude Oil	3.7
Ethanol	8.1
All Other Unit Trains	4.6

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	9	0	0	18	Road, Terminal, Other	36
Grain unit	8	4	4	4	63	Road, Terminal, Other	83
Coal unit	17	0	19	14	100	Road, Terminal, Other	150
Automotive unit	3	0	8	0	16	Road, Terminal, Other	27
Crude oil unit	7	0	5	0	9	Road, Terminal, Other	21
Ethanol unit	0	0	1	0	5	Road, Terminal, Other	6
Other unit	9	5	5	0	27	Road, Terminal, Other	46
All other trains	48	6	17	3	79	Road, Terminal, Other	153
Total	101	24	59	21	317	Road, Terminal, Other	522

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	33	864	475	2,299
Grain	248	836	1,575	2,200
Coal	67	653	80	726
Crude Oil	4	19	14	46
Ethanol	22	30	493	746
Automotive	70	115	1,286	848
All Other	551	1,350	10,041	12,413

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 10/23/2016
			Date Week Ended: 10/29/2016

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	8		8
AZ	0		
CA	5		5
CO	60		60
CT	0		
DE	0		
FL	0		
GA	0		
IA	837	562	275
ID	19		19
IL	233	229	4
IN	0		
KS	905	673	232
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,669	1,363	306
MO	338	331	7
MS	0		
MT	529	229	300
NC	0		
ND	2,855	1,822	1,033
NE	1,256	1,017	239
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	111	111	
OR	16		16
PA	0		
RI	0		

SC	0			
SD	1,412			
TN	0		1,251	161
TX	118			
UT	0		110	8
VA	0			
VT	0			
WA	68			68
WI	76			76
WV	0			
WY	75			75
Total	10,590		7,698	2,892

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	10/23/2016
			Date Week Ended:	10/29/2016

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						
CA			1	2		
CO				120		
CT						
DE						
FL						
GA						
IA			3	138		
ID						
IL						
IN						
KS				182		
KY						
LA						
MA						
MD						
ME						
MI						
MN				269		
MO	3	2.0	10	2		
MS						
MT				428		
NC						
ND	1	1.0	30	1,596	13	
NE			2	83		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR						
PA						
RI						
SC						
SD				326		
TN						
TX				7		

UT							
VA							
VT							
WA	14		1.0		59		
WI					162		
WV							
WY					41		
TOTAL	18		1.2	46	3,415	13	0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 10/23/2016
			Date Week Ended: 10/29/2016

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	10/29/2016	10/22/2016	10/15/2016	10/8/2016
System	3.0	2.6	2.4	2.5	2.7
CA	2.8	2.6	2.9	3.1	3.2
Gulf	3.0	3.5	3.5	2.8	3.1
Mexico	2.0	0.6	0.0	1.0	2.3
PNW	3.0	2.4	2.3	2.4	2.6
West TX	3.8	4.1	4.2	5.7	5.9

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	46.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.1