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December 21, 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  
December 21, 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, appearing to read "Jill K. Mulligan".

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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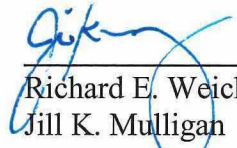
**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

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,



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Richard E. Weicher  
Jill K. Mulligan  
BNSF RAILWAY COMPANY  
2500 Lou Menk Drive  
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December 21, 2016

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

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	12/11/2016
			Date Week Ended:	12/17/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	35.2
Grain unit	21.2
Coal unit	23.3
Automotive unit	26.2
Crude oil unit	23.1
Ethanol unit	22.0
Manifest	22.7
All Other	21.7

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	38.8
Denver, CO	30.5
Fort Worth, TX	18.8
Galesburg, IL	35.2
Kansas City, KS	37.5
Lincoln, NE	28.8
Memphis, TN	16.7
Northtown, MN	26.6
Pasco, WA	33.5
Tulsa, OK	27.4

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,511
Covered hopper	71,433
Gondola	8,417
Intermodal	17,256
Multilevel (automotive)	8,896
Open hopper	54,866
Tank	52,972
Other	10,473
Total	235,824

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
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Grain	9.8
Coal	3.1
Automotive	29.9
Crude Oil	7.0
Ethanol	12.4
All Other Unit Trains	7.1

**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	7	0	7	0	37	Road, Terminal, Other	51
Grain unit	19	12	0	9	96	Road, Terminal, Other	136
Coal unit	50	23	5	8	147	Road, Terminal, Other	233
Automotive unit	3	9	3	3	15	Road, Terminal, Other	33
Crude oil unit	2	0	2	2	21	Road, Terminal, Other	27
Ethanol unit	1	0	1	0	9	Road, Terminal, Other	11
Other unit	0	3	8	0	29	Road, Terminal, Other	40
All other trains	28	23	18	3	88	Road, Terminal, Other	160
Total	110	70	44	25	442	Road, Terminal, Other	691

**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	39	785	651	2,788
Grain	403	762	1,899	1,910
Coal	41	798	308	784
Crude Oil	1	115	331	117
Ethanol	15	101	828	993
Automotive	69	342	1,467	899
All Other	842	1,376	11,395	13,835

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

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 12/11/2016
			Date Week Ended: 12/17/2016

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	1		1
AZ	0		
CA	2		2
CO	58		58
CT	0		
DE	0		
FL	0		
GA	0		
IA	449	114	335
ID	12		12
IL	115	114	1
IN	0		
KS	1,468	1,010	458
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	2,459	2,005	454
MO	10		10
MS	0		
MT	1,019	647	372
NC	0		
ND	3,258	2,445	813
NE	1,384	1,104	280
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	123	115	8
OR	6	3	3
PA	0		
RI	0		

SC	0		
SD	1,785	1,677	108
TN	0		
TX	137		137
UT	0		
VA	0		
VT	0		
WA	487	341	146
WI	73		73
WV	0		
WY	32		32
Total	12,878	9,575	3,303

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

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 12/11/2016
			Date Week Ended: 12/17/2016

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				12		
CO				16		
CT						
DE						
FL						
GA						
IA				145		
ID						
IL				4		
IN						
KS			8	210		
KY						
LA						
MA						
MD						
ME						
MI						
MN	5	2.0	110	197		
MO				10		
MS						
MT	6	1.7	5	303	4	
NC						
ND	38	2.4	162	808	1	
NE			110	127		
NH						
NJ						
NM			3	5		
NV						
NY						
OH						
OK				4		
OR						
PA						
RI						
SC						
SD	29	3.3		221		
TN				1		
TX				34		

UT						
VA						
VT						
WA				153		
WI				49		
WV						
WY	24	1.0		36		
TOTAL	102	2.3	398	2,335	5	0

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 12/11/2016
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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			
	December Plan	12/17/2016	12/10/2016	12/3/2016	11/26/2016
System	2.9	2.6	2.6	2.6	2.8
CA	2.8	3.0	2.6	2.8	2.8
Gulf	3.0	3.2	2.9	3.4	3.1
Mexico	2.0	1.6	1.5	1.8	1.7
PNW	3.0	2.4	2.5	2.5	2.8
West TX	3.8	4.3	4.1	3.8	5.2

### 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	40.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	1.9