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January 4, 2017

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
January 4, 2017
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 black ink, appearing to read "Jill K. Mulligan", with a large, stylized loop at the end.

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB EX PARTE NO. 724 (Sub-No. 3)

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

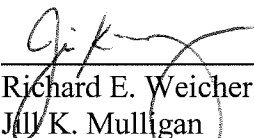
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
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January 4, 2017

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	12/25/2016
			Date Week Ended:	12/31/2016

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

Intermodal	35.8
Grain unit	22.6
Coal unit	24.9
Automotive unit	29.7
Crude oil unit	23.5
Ethanol unit	26.2
Manifest	23.1
All Other	21.3

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

System Average	30.3
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	40.6
Denver, CO	28.6
Fort Worth, TX	20.7
Galesburg, IL	42.4
Kansas City, KS	43.8
Lincoln, NE	30.8
Memphis, TN	20.5
Northtown, MN	31.6
Pasco, WA	46.5
Tulsa, OK	26.5

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

Box	11,511
Covered hopper	73,859
Gondola	8,226
Intermodal	17,115
Multilevel (automotive)	8,770
Open hopper	53,807
Tank	52,677
Other	10,531
Total	236,496

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

Grain	11.8
Coal	5.0
Automotive	48.0
Crude Oil	7.5
Ethanol	17.9
All Other Unit Trains	14.0

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	18	0	0	0	40	Road, Terminal, Other	58
Grain unit	53	2	2	7	69	Road, Terminal, Other	133
Coal unit	49	22	0	9	111	Road, Terminal, Other	191
Automotive unit	11	2	0	0	21	Road, Terminal, Other	34
Crude oil unit	11	0	0	0	15	Road, Terminal, Other	26
Ethanol unit	2	0	0	0	4	Road, Terminal, Other	6
Other unit	8	0	5	0	26	Road, Terminal, Other	39
All other trains	40	7	4	9	94	Road, Terminal, Other	154
Total	192	33	11	25	380	Road, Terminal, Other	641

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	364	1,051	992	2,867
Grain	536	773	2,106	2,832
Coal	39	468	1,552	1,032
Crude Oil	9	40	236	295
Ethanol	134	79	1,020	898
Automotive	213	343	1,902	1,124
All Other	1,906	2,452	14,059	15,793

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began:	12/25/2016
			Date Week Ended:	12/31/2016

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	7		7
CA	11		11
CO	17		17
CT	0		
DE	0		
FL	0		
GA	0		
IA	344	229	115
ID	15		15
IL	1		1
IN	0		
KS	1,034	560	474
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	3		3
MN	2,268	2,204	64
MO	6		6
MS	0		
MT	1,206	1,082	124
NC	0		
ND	2,646	2,087	559
NE	1,709	1,350	359
NH	0		
NJ	0		
NM	5		5
NV	0		
NY	0		
OH	0		
OK	0		
OR	0		
PA	0		
RI	0		

SC	0		
SD	1,245	1,224	21
TN	0		
TX	237	114	123
UT	0		
VA	0		
VT	0		
WA	191	111	80
WI	24		24
WV	0		
WY	34		34
Total	11,004	8,961	2,043

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 12/25/2016	Date Week Ended: 12/31/2016
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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 canceled, 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	2	2.0	2	11		
CO	3	1.0	2	9		
CT						
DE						
FL						
GA						
IA			5	48		
ID	1	1.0				
IL						
IN						
KS	1	2.0		161		
KY						
LA						
MA						
MD						
ME						
MI						
MN	27	1.0	1	84		
MO				4		
MS						
MT	17	3.8	79	199		
NC						
ND	164	6.3	138	557	32	
NE	4	1.0	6	93		
NH						
NJ						
NM				5		
NV						
NY						
OH						
OK						
OR						
PA						
RI						
SC						
SD				66		
TN						
TX				4		

UT				1		
VA						
VT						
WA	1	4.0	48	191		
WI			48	155		
WV						
WY				37		
TOTAL	220	5.2	329	1,625	32	0

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Railroad: BNSF	Year: 2016	Reporting Week:	Date Week Began: 12/25/2016
			Date Week Ended: 12/31/2016

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			
	December Plan	12/31/2016	12/24/2016	12/17/2016	12/10/2016
System	2.9	2.2	2.5	2.6	2.6
CA	2.8	2.6	2.9	3.0	2.6
Gulf	3.0	2.9	3.4	3.2	2.9
Mexico	2.0	1.0	1.9	1.6	1.5
PNW	3.0	2.1	2.3	2.4	2.5
West TX	3.8	5.5	3.1	4.3	4.1

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	33.6
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	0.9