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January 11, 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 11, 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 blue ink, appearing to read "Jill K. Mulligan".

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

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

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

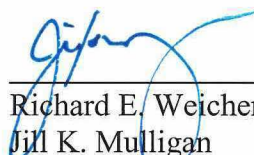
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
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January 11, 2017

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	1/1/2017
			Date Week Ended:	1/7/2017

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

Intermodal	35.0
Grain unit	21.5
Coal unit	22.7
Automotive unit	27.8
Crude oil unit	22.0
Ethanol unit	24.6
Manifest	23.0
All Other	21.9

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

System Average	27.7
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	41.9
Denver, CO	29.3
Fort Worth, TX	19.3
Galesburg, IL	37.4
Kansas City, KS	37.6
Lincoln, NE	27.8
Memphis, TN	19.8
Northtown, MN	26.9
Pasco, WA	38.0
Tulsa, OK	23.3

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

Box	11,573
Covered hopper	72,188
Gondola	8,602
Intermodal	17,120
Multilevel (automotive)	7,343
Open hopper	54,596
Tank	51,599
Other	10,096
Total	233,117

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

Grain	8.1
Coal	2.8
Automotive	36.1
Crude Oil	3.2
Ethanol	9.4
All Other Unit Trains	8.2

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	13	0	9	4	40	Road, Terminal, Other	66
Grain unit	35	2	0	19	77	Road, Terminal, Other	133
Coal unit	38	17	0	12	135	Road, Terminal, Other	202
Automotive unit	6	2	2	0	18	Road, Terminal, Other	28
Crude oil unit	3	0	0	3	21	Road, Terminal, Other	27
Ethanol unit	1	0	0	0	9	Road, Terminal, Other	10
Other unit	10	4	2	0	22	Road, Terminal, Other	38
All other trains	50	5	5	8	91	Road, Terminal, Other	159
Total	156	30	18	46	413	Road, Terminal, Other	663

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	161	708	823	3,510
Grain	506	635	1,847	2,337
Coal	44	364	320	577
Crude Oil	11	30	47	159
Ethanol	138	160	791	707
Automotive	137	138	1,339	1,013
All Other	1,331	2,364	13,051	13,866

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	1/1/2017
			Date Week Ended:	1/7/2017

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	2		2
CA	2		2
CO	128	109	19
CT	0		
DE	0		
FL	0		
GA	0		
IA	408	226	182
ID	13		13
IL	117	110	7
IN	0		
KS	1,380	1,002	378
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,721	1,537	184
MO	393	340	53
MS	0		
MT	717	545	172
NC	0		
ND	1,829	1,408	421
NE	1,309	1,113	196
NH	0		
NJ	0		
NM	5		5
NV	0		
NY	0		
OH	0		
OK	329	219	110
OR	2		2
PA	0		
RI	0		

SC	0		
SD	1,477	1,451	26
TN	0		
TX	2		2
UT	0		
VA	0		
VT	0		
WA	249	105	144
WI	72		72
WV	0		
WY	15		15
Total	10,178	8,165	2,013

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 1/1/2017	Date Week Ended: 1/7/2017
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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				11	1	
CO	8	2.4		9		
CT						
DE						
FL						
GA						
IA	2	3.0	9	49		
ID						
IL						
IN						
KS	10	2.0		222		
KY						
LA						
MA						
MD						
ME						
MI						
MN	13	2.6	4	298		
MO				49		
MS						
MT	51	4.1	24	226	3	
NC						
ND	204	5.6	196	743	3	
NE	4	1.8	3	141		
NH						
NJ						
NM				1		
NV						
NY						
OH						
OK				110		
OR	2	5.0				
PA						
RI						
SC						
SD				160		
TN						
TX				111		

UT						
VA						
VT						
WA				46		
WI				218		
WV						
WY				12		
TOTAL	294	4.9	236	2,406	7	0

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 1/1/2017
			Date Week Ended: 1/7/2017

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			
	January Plan	1/7/2017	12/31/2016	12/24/2016	12/17/2016
System	2.9	2.4	2.2	2.5	2.6
CA	2.8	2.8	2.6	2.9	3.0
Gulf	3.0	3.2	2.9	3.4	3.2
Mexico	2.0	0.0	1.0	1.9	1.6
PNW	3.0	2.2	2.1	2.3	2.4
West TX	3.8	3.2	5.5	3.1	4.3

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	42.0	37.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	1.3