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January 25, 2017

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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  
January 25, 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,

  
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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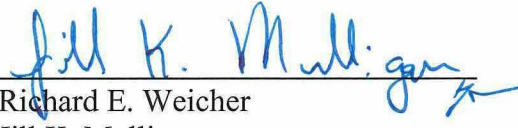
**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

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,

  
Richard E. Weicher  
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January 25, 2017

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

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	1/15/2017
			Date Week Ended:	1/21/2017

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

Intermodal	33.6
Grain unit	21.7
Coal unit	24.5
Automotive unit	26.0
Crude oil unit	22.5
Ethanol unit	23.0
Manifest	21.4
All Other	21.1

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

System Average	30.0
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### 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	45.2
Denver, CO	31.3
Fort Worth, TX	20.6
Galesburg, IL	42.1
Kansas City, KS	45.6
Lincoln, NE	32.8
Memphis, TN	16.7
Northtown, MN	34.8
Pasco, WA	54.2
Tulsa, OK	31.0

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

Box	12,135
Covered hopper	73,902
Gondola	8,802
Intermodal	17,375
Multilevel (automotive)	8,321
Open hopper	53,773
Tank	53,457
Other	10,029
Total	237,794

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

Grain	10.4
Coal	2.8
Automotive	33.5
Crude Oil	5.4
Ethanol	13.1
All Other Unit Trains	8.5

**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	18	12	3	0	30	Road, Terminal, Other	63
Grain unit	23	11	4	2	101	Road, Terminal, Other	141
Coal unit	34	9	19	9	81	Road, Terminal, Other	152
Automotive unit	9	2	7	2	20	Road, Terminal, Other	40
Crude oil unit	7	0	0	0	21	Road, Terminal, Other	28
Ethanol unit	3	0	0	0	9	Road, Terminal, Other	12
Other unit	10	8	4	2	32	Road, Terminal, Other	56
All other trains	56	14	2	7	117	Road, Terminal, Other	196
Total	160	56	39	22	411	Road, Terminal, Other	688

**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	143	962	767	2,331
Grain	454	592	2,376	2,572
Coal	29	856	695	844
Crude Oil	10	17	60	412
Ethanol	14	145	953	934
Automotive	154	170	1,916	644
All Other	1,496	2,478	15,134	16,993

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 1/15/2017
			Date Week Ended: 1/21/2017

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	6		6
AZ	0		
CA	1		1
CO	301	222	79
CT	0		
DE	0		
FL	0		
GA	0		
IA	790	339	451
ID	32		32
IL	9		9
IN	0		
KS	746	675	71
KY	0		
LA	2		2
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,686	1,216	470
MO	117	114	3
MS	0		
MT	1,083	771	312
NC	0		
ND	3,170	2,210	960
NE	1,495	1,335	160
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	113	113	
OR	1		1
PA	0		
RI	0		

SC	0		
SD	1,826	1,448	378
TN	0		
TX	10		10
UT	0		
VA	0		
VT	0		
WA	282	232	50
WI	187	115	72
WV	0		
WY	15		15
Total	11,872	8,790	3,082 *

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 1/15/2017	Date Week Ended: 1/21/2017
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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	1	3.0		5		
CO			9	25		
CT						
DE						
FL						
GA						
IA	2	4.0	45	265		
ID						
IL						
IN						
KS				40		
KY						
LA						
MA						
MD						
ME						
MI						
MN	3	2.0	151	314		
MO						
MS						
MT	32	3.7	41	323		
NC						
ND	66	1.9	222	1,108	8	
NE			8	234		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR				4		
PA						
RI						
SC						
SD			268	258		
TN						
TX				4		

UT				1		
VA						
VT						
WA			24	60		
WI				112		
WV						
WY	2	6.0		15		
TOTAL	106	2.6	768	2,768	8	0

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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			
	January Plan	1/21/2017	1/14/2017	1/7/2017	12/31/2016
System	2.9	2.2	2.5	2.4	2.2
CA	2.8	2.7	3.1	2.8	2.6
Gulf	3.0	3.3	3.9	3.2	2.9
Mexico	2.0	1.6	1.8	0.0	1.0
PNW	3.0	2.1	2.2	2.2	2.1
West TX	3.8	3.1	3.4	3.2	5.5

### 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	43.9
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.1