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February 1, 2017

242558

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  
February 1, 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", with a large, stylized loop at the end.

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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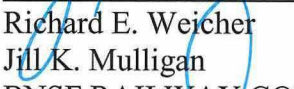
**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

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  
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Fort Worth, Texas 76131

February 1, 2017

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

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 1/22/2017
			Date Week Ended: 1/28/2017

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

Intermodal	32.7
Grain unit	21.5
Coal unit	23.1
Automotive unit	25.0
Crude oil unit	21.6
Ethanol unit	23.1
Manifest	20.5
All Other	20.8

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

System Average	30.1
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### 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	51.2
Denver, CO	29.4
Fort Worth, TX	20.2
Galesburg, IL	47.0
Kansas City, KS	38.2
Lincoln, NE	35.0
Memphis, TN	19.1
Northtown, MN	34.8
Pasco, WA	43.6
Tulsa, OK	30.4

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

Box	12,382
Covered hopper	76,489
Gondola	8,701
Intermodal	17,572
Multilevel (automotive)	9,238
Open hopper	54,200
Tank	54,577
Other	10,241
Total	243,400

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

Grain	13.2
Coal	3.0
Automotive	29.2

Crude Oil	6.7
Ethanol	13.3
All Other Unit Trains	11.2

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	24	0	5	0	49	Road, Terminal, Other	78
Grain unit	21	7	9	0	108	Road, Terminal, Other	145
Coal unit	33	5	5	0	118	Road, Terminal, Other	161
Automotive unit	10	2	5	0	22	Road, Terminal, Other	39
Crude oil unit	5	0	0	0	23	Road, Terminal, Other	28
Ethanol unit	0	0	0	0	10	Road, Terminal, Other	10
Other unit	11	0	3	3	40	Road, Terminal, Other	57
All other trains	58	35	23	4	144	Road, Terminal, Other	264
Total	162	49	50	7	514	Road, Terminal, Other	782

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	178	794	874	2,919
Grain	564	638	3,373	2,760
Coal	106	604	915	899
Crude Oil	7	31	259	196
Ethanol	39	61	788	939
Automotive	123	203	1,878	777
All Other	1,199	2,202	15,682	18,898

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	1/22/2017
			Date Week Ended:	1/28/2017

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	10		10
AZ	1		1
CA	9		9
CO	23		23
CT	0		
DE	0		
FL	0		
GA	0		
IA	475	226	249
ID	18		18
IL	115	112	3
IN	0		
KS	937	785	152
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	1,874	1,653	221
MO	2		2
MS	0		
MT	1,425	987	438
NC	0		
ND	2,551	1,467	1,084
NE	1,128	782	346
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	113	113	
OR	8		8
PA	0		
RI	0		
SC	0		

SD	1,707	1,343	364
TN	0		
TX	10		10
UT	1		1
VA	0		
VT	0		
WA	432	340	92
WI	70		70
WV	0		
WY	15		15
Total	10,925	7,808	3,117



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

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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	1.0		12		
CO				121		
CT						
DE						
FL						
GA						
IA	4	2.0		57		
ID						
IL				5		
IN						
KS			3	245		
KY						
LA						
MA						
MD						
ME						
MI						
MN			31	227		
MO	1	3.0				
MS						
MT	26	5.9	9	355		
NC						
ND	168	1.2	151	888	5	
NE			4	228		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR				7		
PA						
RI						
SC						
SD	34	2.3		584		
TN						
TX				21		
UT						
VA						



VT						
WA	4	3.0	1	100		
WI			24	111		
WV						
WY				17		
TOTAL	238	1.9	223	2,978	5	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	1/28/2017	1/21/2017	1/14/2017	1/7/2017
System	2.9	2.4	2.2	2.5	2.4
CA	2.8	2.7	2.7	3.1	2.8
Gulf	3.0	3.3	3.3	3.9	3.2
Mexico	2.0	1.4	1.6	1.8	0.0
PNW	3.0	2.3	2.1	2.2	2.2
West TX	3.8	3.5	3.1	3.4	3.2

### 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	42.0	39.7
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.4