



Jill K. Mulligan
Vice President & General Counsel
Regulatory

BNSF Railway Company
P.O. Box 961039
Fort Worth, TX 76161
2500 Lou Menk Drive, AOB-3
Fort Worth, TX 76131-2828
(817) 352-2353 Phone
(817) 352-2398 Fax

February 8, 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
February 8, 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".

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

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

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

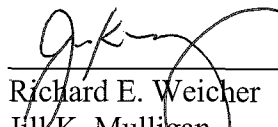
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
BNSF RAILWAY COMPANY
2500 Lou Menk Drive
Fort Worth, Texas 76131

February 8, 2017

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	1/29/2017
			Date Week Ended:	2/4/2017

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

Intermodal	31.8
Grain unit	20.9
Coal unit	23.2
Automotive unit	24.7
Crude oil unit	21.5
Ethanol unit	23.3
Manifest	20.5
All Other	20.4

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	44.2
Denver, CO	35.7
Fort Worth, TX	19.9
Galesburg, IL	44.8
Kansas City, KS	42.7
Lincoln, NE	34.7
Memphis, TN	19.0
Northtown, MN	36.3
Pasco, WA	43.3
Tulsa, OK	31.1

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

Box	12,493
Covered hopper	75,791
Gondola	8,739
Intermodal	17,531
Multilevel (automotive)	9,759
Open hopper	54,133
Tank	55,314
Other	10,360
Total	244,120

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

Grain	9.4
Coal	2.7
Automotive	31.8
Crude Oil	3.4
Ethanol	17.0
All Other Unit Trains	10.4

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	13	3	20	0	43	Road, Terminal, Other	79
Grain unit	20	12	4	4	90	Road, Terminal, Other	130
Coal unit	42	15	12	6	90	Road, Terminal, Other	165
Automotive unit	16	0	5	0	25	Road, Terminal, Other	46
Crude oil unit	9	0	0	5	15	Road, Terminal, Other	29
Ethanol unit	0	0	0	0	11	Road, Terminal, Other	11
Other unit	8	5	8	0	46	Road, Terminal, Other	67
All other trains	27	38	22	2	165	Road, Terminal, Other	254
Total	135	73	71	17	485	Road, Terminal, Other	781

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	190	669	801	2,628
Grain	397	483	2,718	2,442
Coal	61	742	330	986
Crude Oil	7	12	121	184
Ethanol	26	129	702	1,064
Automotive	224	122	1,712	955
All Other	1,063	1,600	16,891	18,271

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	1/29/2017
			Date Week Ended:	2/4/2017

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	0		
CA	12		12
CO	133	110	23
CT	0		
DE	0		
FL	0		
GA	0		
IA	434	228	206
ID	17		17
IL	0		
IN	0		
KS	928	338	590
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	1		1
MN	1,764	1,673	91
MO	225	225	
MS	0		
MT	928	752	176
NC	0		
ND	3,366	2,443	923
NE	2,113	1,908	205
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	108	108	
OR	0		
PA	0		
RI	0		

SC	0		
SD	1,657	1,253	404
TN	0		
TX	233	219	14
UT	0		
VA	0		
VT	0		
WA	1,098	894	204
WI	70		70
WV	0		
WY	15		15
Total	13,110	10,151	2,959

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 1/29/2017	Date Week Ended: 2/4/2017
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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				1		
AZ						
CA				14		
CO				26		
CT						
DE						
FL						
GA						
IA	8	3.0		20		
ID						
IL				6		
IN						
KS	24	1.0	135	479		
KY						
LA						
MA						
MD						
ME						
MI						
MN			110	47	2	
MO				2		
MS						
MT	152	1.3	18	321	1	
NC						
ND	23	1.4	117	898	3	
NE	21	1.0	25	53		
NH						
NJ						
NM						
NV						
NY						
OH						
OK				1		
OR				3		
PA						
RI						
SC						
SD	48	2.0	72	394		
TN						
TX				1		

UT						
VA						
VT						
WA	48	2.0	4	102		
WI				168		
WV						
WY				10		
TOTAL	324	1.5	481	2,546	6	0

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	1/29/2017
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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			
	February Plan	2/4/2017	1/28/2017	1/21/2017	1/14/2017
System	2.9	2.4	2.4	2.2	2.5
CA	2.8	2.5	2.7	2.7	3.1
Gulf	3.0	3.3	3.3	3.3	3.9
Mexico	2.0	1.3	1.4	1.6	1.8
PNW	3.0	2.3	2.3	2.1	2.2
West TX	3.8	3.2	3.5	3.1	3.4

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	47.0	43.0
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.4