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ENTERED
Office of Proceedings
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Part of
Public Record

Ms. Cynthia Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

**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 that reads "Jill K. Mulligan" with a stylized flourish 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

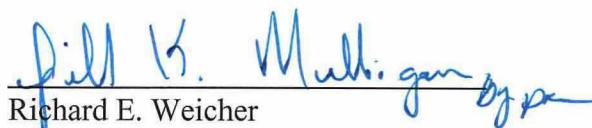
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
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February 15, 2017

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 2/5/2017
			Date Week Ended: 2/11/2017

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

Intermodal	32.8
Grain unit	21.4
Coal unit	23.5
Automotive unit	26.3
Crude oil unit	22.4
Ethanol unit	22.5
Manifest	20.8
All Other	18.9

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	49.4
Denver, CO	33.6
Fort Worth, TX	21.2
Galesburg, IL	44.6
Kansas City, KS	42.8
Lincoln, NE	35.1
Memphis, TN	22.6
Northtown, MN	30.9
Pasco, WA	37.4
Tulsa, OK	25.6

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

Box	12,345
Covered hopper	75,390
Gondola	8,702
Intermodal	17,204
Multilevel (automotive)	9,843
Open hopper	54,317
Tank	56,015
Other	10,052
Total	243,868

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

Grain	14.8
Coal	3.0
Automotive	30.6
Crude Oil	10.4
Ethanol	18.5
All Other Unit Trains	10.2

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	7	7	0	0	86	Road, Terminal, Other	100
Grain unit	33	5	9	5	115	Road, Terminal, Other	167
Coal unit	45	3	16	3	84	Road, Terminal, Other	151
Automotive unit	6	2	0	0	31	Road, Terminal, Other	39
Crude oil unit	2	2	2	0	34	Road, Terminal, Other	40
Ethanol unit	4	2	2	2	12	Road, Terminal, Other	22
Other unit	20	3	13	8	35	Road, Terminal, Other	79
All other trains	46	21	19	5	151	Road, Terminal, Other	242
Total	163	45	61	23	548	Road, Terminal, Other	840

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	119	517	789	2,717
Grain	650	685	2,673	2,770
Coal	47	887	128	896
Crude Oil	2	15	225	57
Ethanol	127	67	880	1,228
Automotive	292	114	2,158	1,001
All Other	1,452	2,483	15,860	17,069

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	2/5/2017
			Date Week Ended:	2/11/2017

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	19		19
AZ	1		1
CA	9		9
CO	131	115	16
CT	0		
DE	0		
FL	0		
GA	0		
IA	358	114	244
ID	6		6
IL	5		5
IN	0		
KS	819	562	257
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	963	794	169
MO	124	114	10
MS	0		
MT	1,001	663	338
NC	0		
ND	2,215	1,427	788
NE	1,042	775	267
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	110	109	1
OR	8		8
PA	0		
RI	0		

SC	0		
SD	1,439	1,115	324
TN	0		
TX	118	109	9
UT	3		3
VA	0		
VT	0		
WA	436	333	103
WI	72		72
WV	0		
WY	11		11
Total	8,890	6,230	2,660

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 2/5/2017	Date Week Ended: 2/11/2017
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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	1.0	14	4		
CO				123		
CT						
DE						
FL						
GA						
IA				59		
ID						
IL						
IN						
KS			34	309		
KY						
LA						
MA						
MD						
ME						
MI						
MN	1	2.0	25	200	15	
MO			1	2		
MS						
MT	99	2.2	64	339		
NC						
ND	162	1.2	318	646	4	
NE	110	1.0	1	184		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR						
PA						
RI						
SC						
SD				232		
TN						
TX	5	3.0	24	21		

UT						
VA						
VT						
WA	24	1.0		129		
WI				91		
WV						
WY	5	2.0	24	13		
TOTAL	407	1.4	505	2,352	19	0

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 2/5/2017
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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	2/11/2017	2/4/2017	1/28/2017	1/21/2017
System	2.9	2.5	2.4	2.4	2.2
CA	2.8	2.4	2.5	2.7	2.7
Gulf	3.0	3.8	3.3	3.3	3.3
Mexico	2.0	1.3	1.3	1.4	1.6
PNW	3.0	2.3	2.3	2.3	2.1
West TX	3.8	3.0	3.2	3.5	3.1

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	47.0	41.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.7