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February 22, 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  
February 22, 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 be "J.K. Mulligan", written over a circular blue ink stamp.

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  
2500 Lou Menk Drive  
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February 22, 2017

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

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	2/12/2017
			Date Week Ended:	2/18/2017

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	33.0
Grain unit	21.3
Coal unit	23.8
Automotive unit	25.9
Crude oil unit	21.7
Ethanol unit	22.4
Manifest	21.1
All Other	20.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	30.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	57.5
Denver, CO	32.3
Fort Worth, TX	24.1
Galesburg, IL	40.2
Kansas City, KS	39.2
Lincoln, NE	33.7
Memphis, TN	20.9
Northtown, MN	28.8
Pasco, WA	48.9
Tulsa, OK	28.0

3. Total Cars On Line by Car Type for the Reporting Week	
Box	12,372
Covered hopper	75,356
Gondola	8,621
Intermodal	17,160
Multilevel (automotive)	9,594
Open hopper	54,587
Tank	55,159
Other	9,832
Total	242,681

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
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Grain	23.0
Coal	2.8
Automotive	31.8
Crude Oil	21.6
Ethanol	15.5
All Other Unit Trains	10.5

**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	14	14	3	0	45	Road, Terminal, Other	76
Grain unit	11	4	6	6	137	Road, Terminal, Other	164
Coal unit	16	14	4	0	102	Road, Terminal, Other	136
Automotive unit	8	4	0	0	30	Road, Terminal, Other	42
Crude oil unit	8	4	0	2	24	Road, Terminal, Other	38
Ethanol unit	0	2	0	0	8	Road, Terminal, Other	10
Other unit	8	3	13	5	23	Road, Terminal, Other	52
All other trains	44	23	19	4	158	Road, Terminal, Other	248
Total	109	68	45	17	527	Road, Terminal, Other	766

**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	93	696	831	2,681
Grain	1,275	898	2,721	2,690
Coal	170	723	380	1,032
Crude Oil	312	13	441	221
Ethanol	62	130	788	1,136
Automotive	188	159	2,112	928
All Other	1,863	2,207	15,727	17,799

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	2/12/2017
			Date Week Ended:	2/18/2017

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	0		
AZ	0		
CA	7		7
CO	165	113	52
CT	0		
DE	0		
FL	0		
GA	0		
IA	328	114	214
ID	40		40
IL	121	114	7
IN	0		
KS	517	225	292
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	2,341	2,000	341
MO	335	328	7
MS	0		
MT	1,555	1,216	339
NC	0		
ND	3,234	2,265	969
NE	1,061	682	379
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	218	108	110
OR	94	94	
PA	0		
RI	0		

SC	0		
SD	1,768	1,580	188
TN	0		
TX	130	107	23
UT	0		
VA	0		
VT	0		
WA	207	103	104
WI	55		55
WV	0		
WY	34		34
Total	12,210	9,049	3,161



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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 2/12/2017	Date Week Ended: 2/18/2017
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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	12	3.4		11		
CO				11		
CT						
DE						
FL						
GA						
IA				48		
ID						
IL				2		
IN						
KS	24	5.0		318		
KY						
LA						
MA						
MD						
ME						
MI						
MN	134	1.8		343		
MO				2		
MS						
MT	120	5.4	25	289		
NC						
ND	147	1.4	195	1,144	21	
NE			111	180		
NH						
NJ						
NM						
NV						
NY						
OH						
OK	110	1.0		110		
OR						
PA						
RI						
SC						
SD			110	190		
TN						
TX				12		



UT						
VA						
VT						
WA	24	1.0	8	149		
WI				76		
WV						
WY	24	6.0		28		
TOTAL	595	2.6	449	2,913	21	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			
	February Plan	2/18/2017	2/11/2017	2/4/2017	1/28/2017
System	2.9	2.5	2.5	2.4	2.4
CA	2.8	3.0	2.4	2.5	2.7
Gulf	3.0	4.0	3.8	3.3	3.3
Mexico	2.0	1.5	1.3	1.3	1.4
PNW	3.0	2.3	2.3	2.3	2.3
West TX	3.8	4.7	3.0	3.2	3.5

### 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	47.0	42.9
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	2.0	2.4