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March 8, 2017

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

242773

ENTERED
Office of Proceedings
March 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

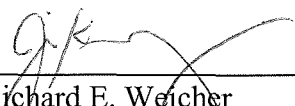
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

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
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March 8, 2017

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 2/26/2017
			Date Week Ended: 3/4/2017

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

Intermodal	32.6
Grain unit	21.2
Coal unit	23.0
Automotive unit	25.1
Crude oil unit	19.9
Ethanol unit	24.7
Manifest	20.7
All Other	19.1

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

System Average	29.7
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

Barstow, CA	57.7
Denver, CO	37.8
Fort Worth, TX	31.5
Galesburg, IL	38.6
Kansas City, KS	31.3
Lincoln, NE	32.6
Memphis, TN	22.1
Northtown, MN	31.1
Pasco, WA	50.4
Tulsa, OK	33.0

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

Box	12,276
Covered hopper	75,597
Gondola	8,707
Intermodal	17,299
Multilevel (automotive)	9,642
Open hopper	54,580
Tank	55,360
Other	9,930
Total	243,391

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

Grain	8.3
Coal	3.0
Automotive	32.4
Crude Oil	3.9
Ethanol	18.1
All Other Unit Trains	9.1

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	18	4	11	0	29	Road, Terminal, Other	62
Grain unit	46	4	17	0	91	Road, Terminal, Other	158
Coal unit	22	12	33	18	71	Road, Terminal, Other	156
Automotive unit	19	2	12	0	16	Road, Terminal, Other	49
Crude oil unit	10	0	5	2	19	Road, Terminal, Other	36
Ethanol unit	3	0	0	0	5	Road, Terminal, Other	8
Other unit	11	4	18	2	41	Road, Terminal, Other	76
All other trains	59	25	40	4	132	Road, Terminal, Other	260
Total	188	51	136	26	404	Road, Terminal, Other	805

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	105	892	965	2,331
Grain	275	499	2,290	2,875
Coal	98	825	382	1,612
Crude Oil	1	21	17	249
Ethanol	114	111	875	877
Automotive	233	140	2,114	939
All Other	1,112	1,813	15,058	16,074

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 2/26/2017
			Date Week Ended: 3/4/2017

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	3		3
AZ	0		
CA	9		9
CO	254	228	26
CT	0		
DE	0		
FL	0		
GA	0		
IA	548	224	324
ID	15		15
IL	5		5
IN	0		
KS	484	221	263
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,944	1,748	196
MO	228	227	1
MS	0		
MT	1,394	786	608
NC	0		
ND	3,264	2,590	674
NE	1,711	1,219	492
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	114	108	6
OR	0		
PA	0		
RI	0		

SC	0		
SD	2,049	1,684	365
TN	0		
TX	50		50
UT	0		
VA	0		
VT	0		
WA	192	114	78
WI	61		61
WV	0		
WY	18		18
Total	12,343	9,149	3,194

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 2/26/2017	Date Week Ended: 3/4/2017
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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						
AZ						
CA	5	1.0		12		
CO				8		
CT						
DE						
FL						
GA						
IA	2	3.0		55		
ID						
IL						
IN						
KS	63	1.4	120	189		
KY						
LA						
MA						
MD						
ME						
MI						
MN	229	1.0		82		
MO	2	2.0		8		
MS						
MT	147	3.9	199	556	24	
NC						
ND	536	2.2	307	591	31	
NE	116	1.0	114	444		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR				1		
PA						
RI						
SC						
SD	182	2.1	220	248		
TN						
TX	5	1.0		8		

UT						
VA						
VT						
WA	24	3.0		95		
WI	48	4.0	24	76		
WV						
WY	48	4.0		9		
TOTAL	1,407	2.2	984	2,382	55	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			
	March Plan	3/4/2017	2/25/2017	2/18/2017	2/11/2017
System	2.9	2.4	2.3	2.5	2.5
CA	2.8	2.3	2.7	3.0	2.4
Gulf	3.0	2.6	3.2	4.0	3.8
Mexico	2.0	0.5	0.8	1.5	1.3
PNW	3.0	2.3	2.2	2.3	2.3
West TX	3.8	2.9	4.2	4.7	3.0

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	40.0	40.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	1.9