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March 15, 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  
March 15, 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 be "Jill K. Mulligan", written over a printed name.

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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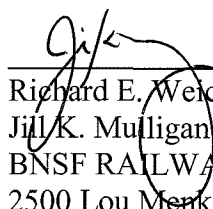
**WEEKLY REPORT OF  
BNSF RAILWAY COMPANY**

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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March 15, 2017

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

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	3/5/2017
			Date Week Ended:	3/11/2017

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	31.5
Grain unit	19.8
Coal unit	23.2
Automotive unit	23.5
Crude oil unit	21.2
Ethanol unit	23.0
Manifest	19.7
All Other	19.5

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	28.7

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	47.1
Denver, CO	38.1
Fort Worth, TX	26.3
Galesburg, IL	38.8
Kansas City, KS	33.5
Lincoln, NE	33.8
Memphis, TN	21.3
Northtown, MN	33.0
Pasco, WA	29.5
Tulsa, OK	30.9

3. Total Cars On Line by Car Type for the Reporting Week	
Box	12,338
Covered hopper	77,538
Gondola	9,072
Intermodal	17,448
Multilevel (automotive)	9,644
Open hopper	54,609
Tank	55,542
Other	10,235
Total	246,426

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
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Grain	9.7
Coal	3.2
Automotive	31.5
Crude Oil	11.9
Ethanol	13.6
All Other Unit Trains	10.0

**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	25	25	0	0	25	Road, Terminal, Other	75
Grain unit	62	5	18	0	65	Road, Terminal, Other	150
Coal unit	30	8	30	5	83	Road, Terminal, Other	156
Automotive unit	15	6	9	0	24	Road, Terminal, Other	54
Crude oil unit	14	0	4	0	18	Road, Terminal, Other	36
Ethanol unit	0	3	5	0	3	Road, Terminal, Other	11
Other unit	23	2	7	0	48	Road, Terminal, Other	80
All other trains	50	35	33	2	141	Road, Terminal, Other	261
Total	219	84	106	7	407	Road, Terminal, Other	823

**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	41	690	670	2,608
Grain	323	610	3,390	2,725
Coal	189	574	270	715
Crude Oil	2	21	271	219
Ethanol	30	89	911	926
Automotive	72	140	1,941	1,197
All Other	926	2,096	15,982	18,430

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

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	3/5/2017
			Date Week Ended:	3/11/2017

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	10		10
AZ	0		
CA	15		15
CO	379	340	39
CT	0		
DE	0		
FL	0		
GA	0		
IA	574	339	235
ID	18		18
IL	117	114	3
IN	0		
KS	492	215	277
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,981	1,700	281
MO	231	225	6
MS	0		
MT	1,257	908	349
NC	0		
ND	2,788	2,025	763
NE	1,090	669	421
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	109	108	1
OR	1		1
PA	0		
RI	0		

SC	0		
SD	1,638	1,234	404
TN	0		
TX	323	104	219
UT	0		
VA	0		
VT	0		
WA	804	681	123
WI	105		105
WV	0		
WY	73		73
Total	12,005	8,662	3,343



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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 3/5/2017	Date Week Ended: 3/11/2017
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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				18		
CO			2	14		
CT						
DE						
FL						
GA						
IA	1	3.0	4	35		
ID						
IL				1		
IN						
KS	24	4.0	226	212	96	
KY						
LA						
MA						
MD						
ME						
MI						
MN			24	289		
MO	29	3.0		5		
MS						
MT	55	4.2	209	341	120	
NC						
ND	386	4.4	294	952	23	
NE	233	3.1	110	303		
NH						
NJ						
NM				5		
NV						
NY						
OH						
OK						
OR				7		
PA						
RI						
SC						
SD	25	2.0	24	414		
TN						
TX	2	8.0		6		



UT						
VA						
VT						
WA	3	3.0	48	116		
WI				140		
WV						
WY	24	3.0		70		
TOTAL	782	3.8	941	2,928	239	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	3/11/2017	3/4/2017	2/25/2017	2/18/2017
System	2.9	2.5	2.4	2.3	2.5
CA	2.8	2.9	2.3	2.7	3.0
Gulf	3.0	3.4	2.6	3.2	4.0
Mexico	2.0	0.9	0.5	0.8	1.5
PNW	3.0	2.4	2.3	2.2	2.3
West TX	3.8	4.2	2.9	4.2	4.7

### 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	36.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.6