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March 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
March 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 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,



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March 22, 2017

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	3/12/2017
			Date Week Ended:	3/18/2017

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	32.4
Grain unit	21.7
Coal unit	24.1
Automotive unit	23.9
Crude oil unit	21.0
Ethanol unit	21.6
Manifest	20.5
All Other	20.1

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	28.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
Barstow, CA	53.4
Denver, CO	35.2
Fort Worth, TX	24.0
Galesburg, IL	37.4
Kansas City, KS	34.2
Lincoln, NE	33.1
Memphis, TN	20.0
Northtown, MN	36.7
Pasco, WA	29.4
Tulsa, OK	33.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	12,397
Covered hopper	76,234
Gondola	8,957
Intermodal	17,450
Multilevel (automotive)	9,600
Open hopper	54,319
Tank	54,580
Other	10,581
Total	244,118

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
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Grain	7.0
Coal	3.8
Automotive	38.0
Crude Oil	3.5
Ethanol	11.7
All Other Unit Trains	12.3

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	12	3	12	0	45	Road, Terminal, Other	72
Grain unit	39	0	4	2	116	Road, Terminal, Other	161
Coal unit	45	3	18	3	72	Road, Terminal, Other	141
Automotive unit	14	2	3	0	30	Road, Terminal, Other	49
Crude oil unit	10	0	3	0	17	Road, Terminal, Other	30
Ethanol unit	0	0	2	2	6	Road, Terminal, Other	10
Other unit	23	0	11	0	41	Road, Terminal, Other	75
All other trains	70	19	27	6	135	Road, Terminal, Other	257
Total	213	27	80	13	462	Road, Terminal, Other	795

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	102	700	599	2,611
Grain	345	462	2,333	2,393
Coal	26	751	119	919
Crude Oil	0	19	39	308
Ethanol	43	78	618	922
Automotive	163	93	1,584	1,063
All Other	954	1,867	14,714	17,543

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began:	3/12/2017
			Date Week Ended:	3/18/2017

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	5		5
CA	10		10
CO	134	112	22
CT	0		
DE	0		
FL	0		
GA	0		
IA	463	224	239
ID	2		2
IL	5		5
IN	0		
KS	867	668	199
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,666	1,468	198
MO	366	338	28
MS	1		1
MT	1,206	769	437
NC	0		
ND	2,844	1,935	909
NE	1,673	1,233	440
NH	0		
NJ	0		
NM	5		5
NV	0		
NY	0		
OH	0		
OK	108	108	
OR	0		
PA	0		
RI	0		

SC	0		
SD	1,184	1,130	54
TN	0		
TX	17		17
UT	2		2
VA	0		
VT	0		
WA	415	336	79
WI	72		72
WV	0		
WY	31		31
Total	11,076	8,321	2,755

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 3/12/2017	Date Week Ended: 3/18/2017
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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				4		
CA	1	3.0		12	5	
CO				17		
CT						
DE						
FL						
GA						
IA	1	2.0	1	48		
ID						
IL						
IN						
KS	106	5.5	10	189		
KY						
LA						
MA						
MD						
ME						
MI						
MN	5	3.0	5	197		
MO				63		
MS						
MT	115	3.5	21	614	24	
NC						
ND	186	3.9	452	1,026	142	
NE	52	2.7	270	415		
NH						
NJ						
NM						
NV						
NY						
OH						
OK						
OR				1		
PA						
RI						
SC						
SD	1	9.0		198		
TN						
TX			110	18		

UT						
VA						
VT						
WA	48	1.0	1	97		
WI				114		
WV						
WY				33		
TOTAL	515	3.8	870	3,046	171	0

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Railroad: BNSF	Year: 2017	Reporting Week:	Date Week Began: 3/12/2017
			Date Week Ended: 3/18/2017

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	3/18/2017	3/11/2017	3/4/2017	2/25/2017
System	2.9	2.4	2.5	2.4	2.3
CA	2.8	2.4	2.9	2.3	2.7
Gulf	3.0	3.3	3.4	2.6	3.2
Mexico	2.0	1.8	0.9	0.5	0.8
PNW	3.0	2.3	2.4	2.3	2.2
West TX	3.8	3.6	4.2	2.9	4.2

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	37.3
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.7