

BAKER & MILLER PLLC

ATTORNEYS and COUNSELLORS
2401 PENNSYLVANIA AVENUE, NW
SUITE 300
WASHINGTON, DC 20037
TELEPHONE: (202) 663-7820
FACSIMILE: (202) 663-7849

William A. Mullins

Direct Dial: (202) 663-7823
E-Mail: wmullins@bakerandmiller.com

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

**RE: United States Rail Service Issues – Data Collection
STB Docket No. EP 724 (Sub-No. 3)**

Dear Ms. Brown:

In response to the Board's order issued October 8, 2014 in the above proceeding ("Order"), The Kansas City Southern Railway Company ("KCS") hereby files its third weekly data report. KCS is filing its report consistent with its business rules and the Petition for Waiver, both of which were submitted as part of KCS's October 22, 2014 filing. If there are any questions, please do not hesitate to contact me.

Sincerely,



William A. Mullins
Attorney for The Kansas City Southern
Railway Company

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: KCS	Year: 2014	Reporting Week:	Date Week Began:	10/26/2014
			Date Week Ended:	11/1/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	33.5
Grain unit	23.8
Coal unit	24.7
Automotive unit	0.0
Crude oil unit	0.0
Ethanol unit	0.0
Manifest	27.1
All Other	24.9

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	22.7

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
1. Shreveport	34.6
2. Jackson	25.0
3. Kansas City	21.5
4. Laredo	21.1
5. Port Arthur	32.8
6. Wylie	21.7
7. Artesia	18.3
8. Heavener	14.8
9. Leesville	25.8
10. Baton Rouge	24.2

3. Total Cars On Line by Car Type for the Reporting Week	
Box	3568
Covered hopper	9819
Gondola	2682
Intermodal	639
Multilevel (automotive)	302
Open hopper	3308
Tank	7350
Other	1286
Total	28954

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

Grain	21.6
Coal	0.0
Automotive	0.0
Crude Oil	0.0
Ethanol	0.0
All Other Unit Trains	64.3

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
	Act of God	Congestion	Connecting Carriers	Crew	Locomotive power	Mechanical Issue	Track Maintenance	
Intermodal	0	19	26	1	2	4	8	60
Grain unit	0	0	0	0	0	0	0	0
Coal unit	0	10	3	1	2	1	2	19
Automotive unit	0	0	0	0	0	0	0	0
Crude oil unit	0	0	0	0	0	0	0	0
Ethanol unit	0	4	14	3	0	1	2	24
Other unit	0	2	4	0	0	0	0	6
All other trains	0	1	1	3	1	0	2	8
Total	0	36	48	8	5	6	14	117

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
Box	6	19	126	78
Covered hopper	16	15	129	182
Gondola	6	4	60	91
Intermodal	0	0	1	0
Multilevel (automotive)	2	0	1	0
Open hopper	2	1	3	56
Tank	2	15	97	104
Other	4	0	23	26

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			Date Week Ended: 11/1/2014

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
Total	1,377	1,199	178

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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

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
TOTAL	1,166	41	71	215	0	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 (Historical Average from Same Period Previous Year)	Trip Performance
Franchise	21 Days	22.9 Days

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	No Coal Loadings on KCSR Lines	
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		