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December 10, 2014

**VIA E-Filing**
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 eighth 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: | 11/30/2014 |
| --- | --- | --- | --- | --- |
| | | | Date Week Ended: | 12/6/2014 |

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

| | |
| --- | --- |
| Intermodal | 32.9 |
| Grain unit | 24.2 |
| Coal unit | 25.8 |
| Automotive unit | 0.0 |
| Crude oil unit | 0.0 |
| Ethanol unit | 0.0 |
| Manifest | 26.3 |
| All Other | 25.7 |

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

| | |
| --- | --- |
| System Average | 24.4 |

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

| | |
| --- | --- |
| 1. Shreveport | 35.8 |
| 2. Jackson | 27.6 |
| 3. Kansas City | 17.0 |
| 4. Laredo | 29.7 |
| 5. Port Arthur | 42.1 |
| 6. Wylie | 25.8 |
| 7. Artesia | 19.1 |
| 8. Heavener | 17.2 |
| 9. Leesville | 26.5 |
| 10. Baton Rouge | 29.1 |

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

| | |
| --- | --- |
| Box | 3638 |
| Covered hopper | 9510 |
| Gondola | 2694 |
| Intermodal | 815 |
| Multilevel (automotive) | 314 |
| Open hopper | 3588 |
| Tank | 7504 |
| Other | 1368 |
| Total | 29431 |

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

| | |
|---|---|
| Grain | 14.1 |
| Coal | 0.0 |
| Automotive | 0.0 |
| Crude Oil | 0.0 |
| Ethanol | 0.0 |
| All Other Unit Trains | 17.9 |

### 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 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Act of God | Congestion | Connecting Carriers | Crew | Locomotive power | Mechanical Issue | Track Maintenance | Total |
| All other trains | 0 | 27 | 35 | 4 | 3 | 4 | 2 | 75 |
| Automotive unit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal unit | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 4 |
| Crude oil unit | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Ethanol unit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grain unit | 0 | 4 | 29 | 1 | 1 | 0 | 3 | 38 |
| Intermodal | 0 | 1 | 10 | 0 | 0 | 1 | 0 | 12 |
| Other unit | 0 | 1 | 0 | 1 | 0 | 1 | 3 | 6 |
| Total | 0 | 34 | 75 | 7 | 4 | 6 | 11 | 137 |

### 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 | 13 | 12 | 63 | 154 |
| Covered hopper | 18 | 44 | 115 | 170 |
| Gondola | 9 | 8 | 40 | 29 |
| Intermodal | 0 | 2 | 1 | 1 |
| Multilevel (automotive) | 0 | 0 | 1 | 0 |
| Open hopper | 2 | 4 | 10 | 32 |
| Tank | 15 | 17 | 115 | 101 |
| Other | 0 | 1 | 17 | 25 |

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| --- | --- | --- | --- | --- |
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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 | 757 | 625 | 132 |

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|---|---|---|---|---|
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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 | 1,594 | 51 | 355 | 264 | 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 | 25.9 Days |
| | | |
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| | | |

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