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Part of
Public Record

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April 29, 2015

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 twenty-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: 2015	Reporting Week:	Date Week Began: 4/19/2015 Date Week Ended: 4/25/2015
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1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	33.0
Grain unit	23.1
Coal unit	30.0
Automotive unit	0.0
Crude oil unit	0.0
Ethanol unit	0.0
Manifest	25.2
All Other	24.7

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

System Average	22.6
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

1. Shreveport	29.4
2. Jackson	28.1
3. Kansas City	15.9
4. Laredo	21.3
5. Port Arthur	38.8
6. Wylie	22.2
7. Artesia	22.6
8. Heavener	14.0
9. Leesville	26.4
10. Baton Rouge	28.6

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

Box	3,883
Covered hopper	9,042
Gondola	2,388
Intermodal	1,150
Multilevel (automotive)	270
Open hopper	2,862
Tank	7,928
Other	1,676
Total	29,199

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

Grain	26.3
Coal	0.0
Automotive	0.0
Crude Oil	0.0
Ethanol	0.0
All Other Unit Trains	9.3

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	
All other trains	1	8	45	2	1	4	10	71
Automotive unit	0	0	0	0	0	0	0	0
Coal unit	0	2	0	0	0	0	0	2
Crude oil unit	0	0	0	0	0	0	0	0
Ethanol unit	0	0	0	0	0	0	0	0
Grain unit	0	2	19	1	0	1	0	23
Intermodal	0	2	3	0	0	0	1	6
Other unit	0	0	0	0	0	1	0	1
Total	1	14	67	3	1	6	11	103

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	5	15	95	117
Covered hopper	15	18	102	91
Gondola	7	9	26	40
Intermodal	0	0	12	0
Multilevel (automotive)	0	0	0	0
Open hopper	0	2	10	17
Tank	4	39	84	120
Other	2	5	5	20

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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	296	245	51

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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	2,618	99	379	288	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	23.0 Days	25.4 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		