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May 5, 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-ninth 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: 4/26/2015 Date Week Ended: 5/2/2015
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1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	32.4
Grain unit	23.4
Coal unit	30.1
Automotive unit	0.0
Crude oil unit	0.0
Ethanol unit	0.0
Manifest	26.0
All Other	23.8

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

System Average	21.7
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

1. Shreveport	30.1
2. Jackson	24.0
3. Kansas City	17.5
4. Laredo	16.7
5. Port Arthur	38.5
6. Wylie	33.2
7. Artesia	19.6
8. Heavener	12.5
9. Leesville	25.1
10. Baton Rouge	25.5

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

Box	3,668
Covered hopper	9,463
Gondola	2,293
Intermodal	1,083
Multilevel (automotive)	330
Open hopper	2,249
Tank	7,882
Other	1,704
Total	28,672

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

Grain	23.8
Coal	0.0
Automotive	0.0
Crude Oil	0.0
Ethanol	0.0
All Other Unit Trains	26.9

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							Total
	Act of God	Congestion	Connecting Carriers	Crew	Locomotive power	Mechanical Issue	Track Maintenance	
All other trains	1	22	55	1	1	1	3	84
Automotive unit	0	0	0	0	0	0	0	0
Coal unit	0	1	0	0	1	0	0	2
Crude oil unit	0	0	1	0	0	0	0	1
Ethanol unit	0	0	0	0	0	0	0	0
Grain unit	0	1	21	2	0	1	0	25
Intermodal	0	2	7	0	0	0	0	9
Other unit	0	1	1	0	0	0	0	2
Total	1	27	85	3	2	2	3	123

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	6	73	73
Covered hopper	6	30	71	133
Gondola	4	20	17	25
Intermodal	0	9	2	0
Multilevel (automotive)	0	0	24	10
Open hopper	0	21	22	16
Tank	3	30	52	72
Other	0	2	10	11

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			Date Week Ended:	5/2/2015

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	1,102	952	150

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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	2,838	102	405	302	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	24.7 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		