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May 12, 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 thirtieth 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

1 sections

Railway Company

Enclosure

5/3/2015 5/9/2015

| Railroad: KCS | Year: 2015 | Reporting Week: | Date Week Began: Date Week Ended: | |
|--|----------------------------|-----------------|--------------------------------------|--|
| 1. System-Average Train Speed by Train Type for the Reporting Week (MPH) | peed by Train Type for the | | | |
| Intermodal | 32.9 | | | |
| Grain unit | 23.7 | | | |
| Coal unit | 27.3 | | | |
| Automotive unit | 0.0 | | | |
| Crude oil unit | 0.0 | | | |
| Ethanol unit | 0:0 | | | |
| Manifest | 25.2 | | | |
| All Other | 23.6 | | | |

| 2. Weekly Average Terminal Dwell Time Measured in | l Dwell Time Measured in |
|---|--------------------------|
| Hours Excluding Cars on Run Through Trains | Through Trains |
| System Average | 21.4 |

| | 2. Weekly Average Ter Hours for 10 Largest Te | Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar |
|----------|---|---|
| | Capacity | |
| ij | Shreveport | 30.3 |
| 2. | Jackson | 25.0 |
| <u>۳</u> | Kansas City | 14.4 |
| 4. | Laredo | 17.0 |
| 5. | Port Arthur | 33.9 |
| 9 | Wylie | 29.6 |
| 7. | Artesia | 18.9 |
| o. | Heavener | 11.0 |
| 9. | Leesville | 26.3 |
| 10. | Baton Rouge | 7.72 |

| Week 3.469 Box 3.469 Covered hopper 9.334 Gondola 2,565 Intermodal 952 Multilevel (automotive) 358 Open hopper 2,093 Tank 8,001 Other 1,521 Total 28,293 | 3. Total Cars On Line by C | 3. Total Cars On Line by Car Type for the Reporting |
|--|----------------------------|---|
| rred hopper dola modal silevel (automotive) n hopper | Week | |
| hopper dal pper | Вох | 3,469 |
| 2, dal (automotive) 2, pper 2, 1, 1, 1, 1, 1, 2, 28, 28, 28, 28, 28, 28, 28, 28, 28, | Covered hopper | 9,334 |
| nodal level (automotive) 2, hopper 8. | Gondola | 2,565 |
| level (automotive) | Intermodal | 952 |
| hopper - 2 | Multilevel (automotive) | 358 |
| | Open hopper | 2,093 |
| 7 | Tank | 8,001 |
| | Other | 1,521 |
| | Total | 28,293 |

| Railroad: KCS | Voor: 2015 | Donorting Mook | Date Week Began: | 5/3/2015 |
|---------------|------------|------------------|------------------|----------|
| | 104: 2013 | nepolitilg week. | Date Week Ended: | 5/9/2015 |

| 4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours | ime at Origin for Unit in Hours |
|--|------------------------------------|
| Grain | 7.2 |
| Coal | 0.0 |
| Automotive | 0.0 |
| Crude Oil | 0.0 |
| Ethanol | 0.0 |
| All Other Unit Trains | 44.0 |

5. Weekly Total Number of Trains Held Short of Destination or Scheduled Interchange for Longer than 6 Hours by Train Type and Cause

| Cont. CircaT | | | | Cause | | | | |
|------------------|------------|------------|---------------------|-------|------------------|------------------|-------------------|-------|
| adkı ılalı | Act of God | Congestion | Connecting Carriers | Crew | Locomotive power | Mechanical Issue | Track Maintenance | Total |
| All other trains | 0 | 15 | 42 | 5 | 0 | 1 | 5 | 89 |
| Automotive unit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coal unit | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Crude oil unit | 0 | 0 | 0 | 0 | 0 | 0 | 1 | н |
| Ethanol unit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grain unit | 0 | 4 | 21 | 1 | 0 | 0 | 7 | 33 |
| Intermodal | 0 | 3 | 3 | 0 | 0 | 0 | 2 | ∞ |
| Other unit | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 76 | 89 | 9 | 0 | 1 | 15 | 116 |

| 6. Weekly Total Number of Loaded and Empty Cars in Revenue Service That Have Not Moved In: | Loaded and Empty Cars in | Revenue Service That | Have Not Moved In: | |
|--|--------------------------|----------------------|--|--------------------|
| | Greater Than 120 Hours | 120 Hours | Greater Than 48 but Less than or Equal to 120 Hours | Less than Hours |
| | Loaded | Empty | Loaded | Empty |
| Вох | 7 | 4 | 120 | 121 |
| Covered hopper | 10 | 10 | 107 | 122 |
| Gondola | 4 | 7 | 39 | 53 |
| Intermodal | 0 | 0 | 0 | ĸ |
| Multilevel (automotive) | 0 | 0 | 4 | 10 |
| Open hopper | 0 | 0 | 4 | 27 |
| Tank | 8 | 5 | 77 | 63 |
| Other | 2 | 4 | 7 | 6 |

| nihoad: KCS | Year: 2015 | Reporting Week | Date Week Began: | 5/3/2015 |
|-------------|------------|------------------|------------------|----------|
| | | Coporario accor. | Date Week Ended: | 5/9/2015 |

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 (sorghum grains), 01137 (wheat), 01139 (grain, not elsewhere classified), 01144 (sovbeans, 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.

| Total Grain Cars Loaded and Billed For Ordering Systems Other Than Shuttle / Dedicated Train Service | 211 |
|---|-------|
| Total Grain Cars Loaded and Billed For Shuttle / Dedicated Total Grain Cars Loaded and Billed For Ordering Systems Other Than Shuttle / Dedicated Train Service | 268 |
| Total Grain Cars Loaded and Billed For All Ordering Systems | 6// |
| State | Total |

| | Railroad: KCS | 2015 Benz | Date / | Week Began: | 5/3/2015 |
|--|---------------|-----------|--------|-------------|----------|
|--|---------------|-----------|--------|-------------|----------|

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

| 0 | b. Average Number of Days Late For All Outstanding Grain Car Orders Orders D. Average Number of Days Late For All Outstanding Grain Car Orders C. Number of New Car Orders G. Number of Number of Orders G. Number of Orders Failroad | 93 94 175 524 0 |
|---|---|-----------------|
| | b. Average Number of Days Late For All Outstanding Grain Car Orders | 94 |
| | a. Running Total Number of Outstanding Car Orders | 2,993 |
| | State | TOTAL |

| Railroad: KCS | Vear: 2015 | Penorting Mook: | Date Week Began: | 5/3/2015 |
|---------------|------------|-----------------|------------------|----------|
| | | weboling week | Date Week Ended: | 5/9/2015 |

| 9. Plan vs. Pertormance Region, L | Pian vs. Petrormance For Grain Shuttle (or Dedicated Grain Train) Round Trips, By Region, Updated To Reflect The Previous Four Weeks | I Grain Train) Round Trips, By Four Weeks |
|--|---|--|
| Region (Please Specify Destination Region) | Trip Plan (Historical Average from Same Period Previous Year) | Trip Performance |
| rranchise | 23.0 Days | 26.6 Days |
| | | |

| 10. Average Daily Coal | Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region | he Reporting Week By Coal |
|------------------------|--|--------------------------------|
| Region | Loadings Plan | Loadings Average |
| Powder River Basin | | |
| Illinois Basin | | |
| Jinta Basin | 1000 | |
| Northern Appalachia | NO COAL LOADING | NO COAL LOADINGS ON NOOR LINES |
| Central Appalachia | | |
| Southern Appalachia | | |