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September 8, 2015

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**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 forty-seventh 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      Date Week Began: 8/30/2015  
 Reporting Week:      Date Week Ended: 9/5/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	32.3
Grain unit	22.6
Coal unit	25.2
Automotive unit	0.0
Crude oil unit	0.0
Ethanol unit	0.0
Manifest	26.6
All Other	23.8

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	23.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
1. Shreveport	37.8
2. Jackson	27.1
3. Kansas City	18.8
4. Laredo	9.9
5. Port Arthur	30.8
6. Wylie	22.8
7. Artesia	21.7
8. Heavener	16.7
9. Leesville	23.6
10. Baton Rouge	24.7

3. Total Cars On Line by Car Type for the Reporting Week	
Box	4,008
Covered hopper	10,559
Gondola	2,380
Intermodal	712
Multilevel (automotive)	375
Open hopper	3,858
Tank	8,701
Other	1,652
Total	32,245

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4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	37.7
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									
Train Type	Cause							Track Maintenance	Total
	Act of God	Congestion	Connecting Carriers	Crew	Locomotive power	Mechanical Issue			
All other trains	2	14	15	7	1	3	1		43
Automotive unit	0	0	0	0	0	0	0		0
Coal unit	0	10	2	3	0	0	5		20
Crude oil unit	0	0	0	0	0	0	1		1
Ethanol unit	0	0	0	0	0	0	0		0
Grain unit	0	9	10	1	0	3	0		23
Intermodal	0	2	3	1	0	0	1		7
Other unit	0	1	1	0	0	0	0		2
Total	2	36	31	12	1	6	8		96

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	12	19	143	94
Covered hopper	44	44	388	319
Gondola	48	122	7	5
Intermodal	0	1	5	0
Multilevel (automotive)	0	0	13	0
Open hopper	0	5	6	14
Tank	11	27	193	357
Other	3	5	25	40

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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	933	766	167

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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	726	61	0	400	0	0

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Railroad: KCS	Year: 2015	Reporting Week:		
		Date Week Began:		8/30/2015
		Date Week Ended:		9/5/2015

[illegible]

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		