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October 13, 2015

239348

VIA E-Filing

Cynthia T. Brown, Chief
Section of Administration, Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington DC 20423-0001

ENTERED
Office of Proceedings
October 13, 2015
Part of
Public Record

**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 fifty-second 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: 10/4/2015
 Date Week Ended: 10/10/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	32.5
Grain unit	26.0
Coal unit	26.0
Automotive unit	0.0
Crude oil unit	0.0
Ethanol unit	0.0
Manifest	27.1
All Other	26.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	21.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity	
1. Shreveport	32.0
2. Jackson	27.6
3. Kansas City	10.8
4. Laredo	12.8
5. Port Arthur	34.8
6. Wylie	23.1
7. Artesia	19.5
8. Heavener	12.3
9. Leesville	33.7
10. Baton Rouge	21.7

3. Total Cars On Line by Car Type for the Reporting Week	
Box	3,792
Covered hopper	10,191
Gondola	2,513
Intermodal	898
Multilevel (automotive)	241
Open hopper	3,011
Tank	8,091
Other	1,550
Total	30,287

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Railroad: KCS	Year: 2015	Reporting Week:	Date Week Began: 10/4/2015 Date Week Ended: 10/10/2015
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4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	45.2
Coal	0.0
Automotive	0.0
Crude Oil	0.0
Ethanol	0.0
All Other Unit Trains	10.5

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	0	10	20	6	0	1	6	43
Automotive unit	0	0	0	0	0	0	0	0
Coal unit	0	20	1	4	0	1	3	29
Crude oil unit	0	1	0	1	0	0	0	2
Ethanol unit	0	0	0	0	0	0	0	0
Grain unit	0	4	14	0	0	1	2	21
Intermodal	0	0	3	1	0	0	0	4
Other unit	0	1	0	1	0	0	1	3
Total	0	36	38	13	0	3	12	102

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	2	9	51	56
Covered hopper	11	48	46	161
Gondola	1	11	17	27
Intermodal	0	0	2	0
Multilevel (automotive)	0	0	0	0
Open hopper	0	1	5	8
Tank	17	38	100	102
Other	1	2	27	20

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Railroad: KCS	Year: 2015	Reporting Week:	Date Week Began: 10/4/2015 Date Week Ended: 10/10/2015
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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	834	678	156

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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	308	29	430	211	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	23.7 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		