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February 3, 2016

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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 sixty-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: 2016	Reporting Week:	Date Week Began:	1/24/2016
			Date Week Ended:	1/30/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	36.1
Grain unit	27.2
Coal unit	28.2
Automotive unit	0.0
Crude oil unit	0.0
Ethanol unit	0.0
Manifest	27.8
All Other	27.0

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	20.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
1. Shreveport	27.8
2. Jackson	25.8
3. Kansas City	13.5
4. Laredo	9.1
5. Port Arthur	34.4
6. Wylie	25.2
7. Artesia	18.4
8. Heavener	11.5
9. Leesville	23.9
10. Baton Rouge	21.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	4,009
Covered hopper	9,562
Gondola	2,741
Intermodal	709
Multilevel (automotive)	332
Open hopper	2,869
Tank	7,937
Other	1,659
Total	29,818

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4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	25.9
Coal	0.0
Automotive	0.0
Crude Oil	0.0
Ethanol	0.0
All Other Unit Trains	11.5

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							
	Act of God	Congestion	Connecting Carriers	Crew	Locomotive power	Mechanical Issue	Track Maintenance	Total
All other trains	0	2	39	2	0	0	7	50
Automotive unit	0	0	0	0	0	0	0	0
Coal unit	0	1	3	1	0	0	0	5
Crude oil unit	0	0	0	0	0	1	0	1
Ethanol unit	0	0	0	0	0	0	0	0
Grain unit	0	1	29	2	0	1	3	36
Intermodal	1	1	2	1	0	0	2	7
Other unit	0	1	0	0	0	0	0	1
Total	1	6	73	6	0	2	12	100

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	15	1	56	119
Covered hopper	13	11	76	170
Gondola	29	19	20	36
Intermodal	0	0	0	0
Multilevel (automotive)	1	0	5	0
Open hopper	2	4	3	12
Tank	2	12	74	117
Other	1	8	12	26

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			Date Week Ended:	1/30/2016

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	903	578	325

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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	127	5	225	564	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	24.3 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		