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February 17, 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

ENTERED
Office of Proceedings
February 17, 2016
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 seventieth 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: 2/7/2016 Date Week Ended: 2/13/2016
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1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	35.9
Grain unit	26.4
Coal unit	27.8
Automotive unit	0.0
Crude oil unit	0.0
Ethanol unit	0.0
Manifest	28.1
All Other	27.2

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

System Average	21.9
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity

1. Shreveport	27.3
2. Jackson	27.5
3. Kansas City	20.5
4. Laredo	13.2
5. Port Arthur	33.7
6. Wylie	24.1
7. Artesia	19.4
8. Heavener	14.9
9. Leesville	25.6
10. Baton Rouge	25.5

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

Box	3,771
Covered hopper	10,146
Gondola	2,468
Intermodal	728
Multilevel (automotive)	485
Open hopper	3,244
Tank	7,713
Other	1,548
Total	30,103

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4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	22.9
Coal	0.0
Automotive	0.0
Crude Oil	0.0
Ethanol	0.0
All Other Unit Trains	9.9

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								
	Act of God	Congestion	Connecting Carriers	Crew	Locomotive power	Mechanical Issue	Track Maintenance	Total	
All other trains	0	3	27	2	0	1	4	37	
Automotive unit	0	0	0	0	0	0	0	0	
Coal unit	0	3	1	2	0	0	1	7	
Crude oil unit	0	0	0	0	0	0	0	0	
Ethanol unit	0	0	0	0	0	0	0	0	
Grain unit	0	7	11	0	0	0	0	18	
Intermodal	0	2	4	0	0	0	2	8	
Other unit	0	1	2	1	0	0	0	4	
Total	0	16	45	5	0	1	7	74	

Note: Beginning with this report, KCS is modifying its train delay count methodology to conform to the methodology apparently used by the majority of the other reporting carriers. KCS's previous methodology allowed a single train to be counted as delayed more than once if it was six or more hours delayed at multiple locations. KCS's revised methodology eliminates counting a single delayed train more than once.

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	14	13	64	100
Covered hopper	9	51	74	104
Gondola	42	9	79	24
Intermodal	0	0	0	3
Multilevel (automotive)	2	0	18	4
Open hopper	0	17	4	8
Tank	7	16	90	106
Other	3	3	13	16

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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	975	860	115

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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	177	15	400	655	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

[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		
Utah Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		