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February 1, 2017

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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 1, 2017
Part of
Public Record

**RE: United States Rail Service Issues – Data Collection
EP 724 (Sub-No. 3)**

Dear Ms. Brown:

In response to the Board's order issued October 8, 2014 in the above proceeding, The Kansas City Southern Railway Company ("KCS") hereby files its hundred and twentieth 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

Reporting Week:	Date Week Began:	1/22/2017
	Date Week Ended:	1/28/2017

Railroad: KCS	Year: 2017
1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	35.0
Grain unit	24.3
Coal unit	24.6
Automotive unit	0.0
Crude oil unit	0.0
Ethanol unit	0.0
Manifest	27.4
All Other	25.2

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

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
1. Shreveport	29.3
2. Jackson	27.4
3. Kansas City	21.2
4. Laredo Yard	14.0
5. Port Arthur	36.6
6. Wylie	16.2
7. Artesia	23.3
8. Heavener	11.1
9. Leesville	20.6
10. Baton Rouge	31.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	4,415
Covered hopper	10,356
Gondola	2,365
Intermodal	765
Multilevel (automotive)	455
Open hopper	3,224
Tank	7,731
Other	1,465
Total	30,776

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4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours

Grain	13.0
Coal	0.0
Automotive	0.0
Crude Oil	0.0
Ethanol	0.0
All Other Unit Trains	10.9

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							Total
	Act of God	Congestion	Connecting Carriers	Crew	Locomotive power	Mechanical Issue	Track Maintenance	
All other trains	1	8	19	1	0	1	2	32
Automotive unit	0	0	0	0	0	0	0	0
Coal unit	0	1	1	0	1	0	4	7
Crude oil unit	0	0	0	0	0	2	0	2
Ethanol unit	0	0	0	0	0	0	0	0
Grain unit	0	6	7	1	0	0	1	15
Intermodal	0	0	2	0	0	0	0	2
Other unit	0	2	2	0	0	0	0	4
Total	1	17	31	2	1	3	7	62

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	3	1	94	94
Covered hopper	4	6	99	107
Gondola	8	2	56	43
Intermodal	0	0	0	0
Multilevel (automotive)	0	1	2	16
Open hopper	0	1	6	30
Tank	2	6	165	107
Other	0	1	7	25

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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	1,166	918	248

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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.

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	344	12	763	724	15	6

