

THE KANSAS CITY SOUTHERN RAILWAY COMPANY
EXPLANATION OF METHODOLOGY FOR
REPORTS UNDER STB EX PARTE NO. 724, Sub-No. 4

1. **Train Speed.** KCS will report its system-average train speed by the following train types for the reporting week:
 - a. Intermodal
 - b. Grain unit
 - c. Coal unit
 - d. Automotive unit
 - e. Crude oil unit
 - f. Ethanol unit
 - g. Manifest
 - h. System

KCS will use the same methodology as has long been used in providing the weekly Railroad Public Measures (RPM) website (<http://www.railroadpm.org/>) data, with the addition of categories for crude oil, and ethanol. As stated in the train speed definition on the RPM site, train speed measures the line-haul movement between terminals; terminal time is excluded. Local, passenger, maintenance of way trains and yard jobs are excluded from train speed measurements.

It should be noted that crude oil and ethanol are currently measured in the "other" train type category and automotive is currently measured in the "manifest" train type category. When those trains are split out into their own categories, the speeds for "other" and "manifest" may change slightly from what is on the RPM site.

2. **Terminal Dwell.** KCS will report weekly average terminal dwell time for its system overall, and for its ten largest terminals. KCS will report the required information at its ten largest terminals by number of cars processed. We will use the same methodology as currently used for the RPM website.
3. **Weekly average cars on line.** KCS will report the requested information using the same methodology used for the RPM website.
4. **Dwell time at origin for unit trains.** To the extent the information is available, KCS will report dwell time at origin for loaded unit trains as time from "release to pull" from customer facility.
5. **Trains held short.** For trains held short of destination or scheduled interchange, KCS will manually gather a current daily "snapshot" of trains held as of approximately 0800 hours from each division and combine field reports into a system-wide number with reasons held.

6. **Weekly average number of cars that have not moved in 48 hours or greater.** We will report loaded cars and empty cars in revenue service that dwell for 48 hours or greater. Cars will be reported by the requested classification based on STCC.
7. **Grain cars loaded and billed by state.** KCS will report one, system-level number for all of the requested information for shipments with the required STCCs.
8. **Outstanding car orders.** KCS will provide all requested data from our Equipment Control System.
9. **Coal Loadings.** KCS has no unit train coal originations.
10. **Grain train performance.** Upon thorough review of the Board's docket and decisions in Ex Parte No. 724 Sub-No. 4, KCS has determined that the unit grain train service that KCS offers does not constitute grain shuttle or dedicated grain train service, nor does KCS cycle unit grain trains routinely between the same origin-destination pair. KCS's grain customers determine the origin, destination, and length of the grain trains based on their own planning requirements and needs. Therefore, KCS has determined that going forward, KCS should indicate "#N/A" for Item 10.
11. KCS will report the **number of carloads originated and received each week**, Saturday through Friday, broken down by the required 22 different commodity groupings.

In addition, Fertilizer will be listed separately. There is a list of STCC Codes established by the STB that defines which carloads are to be classified as Fertilizer. The list of STCC Codes, as specified: (2871236, 2871235, 2871238, 2819454, 2812534, 2818426, 2819815, 2818170, 2871315, 2818142, 2818146, 2871244, 2819173, 287145, and 2871313). These STCC codes have historically been reported within the Chemicals commodity grouping, and to permit comparability of data over time, will continue to be so reported. Consequently, Fertilizer carloads will be included in the total Chemicals carloads in part 11.i , and will be broken out separately in part 11.ii.