

# Class III / Short Line System Inventory to Determine 286,000 lb (129,844 kg) Railcar Operational Status in Kansas

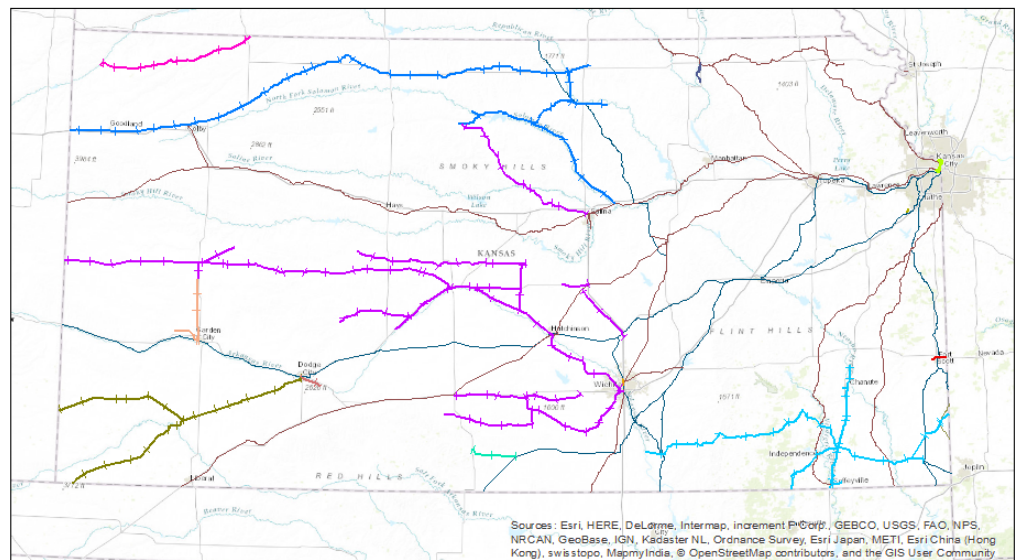
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## Introduction

The rail industry's recent shift towards larger and heavier railcars has influenced Class III/short line railroad operation and track maintenance costs. Class III railroads earn less than \$38.1 million in annual revenue and generally operate first and last leg shipping for their customers. In Kansas, Class III railroads operate approximately 40 percent of the roughly 2,800 miles (4,500 km) of rail; however, due to the current Class III track condition, they move lighter railcars at lower speeds than Class I railroads.

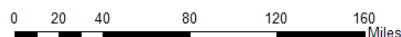


### Class III Carriers

- BHW
- NKC
- BBR
- CVR
- GCW
- K&O
- KYLE
- SK&O
- KCTR
- NCA
- V & S
- WTA
- MNA

### Class I Railroads

- KCS
- UP
- BNSF



*Active Freight Railroads in Kansas (2017)*

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## Project Description

The State of Kansas statutorily allots \$5 million to support rail improvement projects, primarily for Class III railroads. Therefore, the objective of this study was to conduct an inventory of Kansas's Class III rail network to identify the track segments in need of this support that would be most beneficial to the rail system. Representatives of each railroad were contacted and received a survey requesting information regarding the operational and structural status of their systems. The data collected were organized and processed to determine the sections of track that can accommodate the heavier axle load cars that are currently being utilized by Class I railroads.

## Project Results

This study identified that Class III railroads shipped just over 155,000 carloads of freight in 2016 and 30 percent of Kansas's Class III track can currently accommodate heavy axle cars.

## Project Information

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