



238326

Norfolk Southern Railway Company
Law Department
Three Commercial Place
Norfolk, Virginia 23510-2191

ENTERED
Office of Proceedings
May 6, 2015
Part of
Public Record

David L. Coleman
General Attorney

Phone (757) 629-2806
Fax (757) 533-4872
Email: David.Coleman@nscorp.com

May 6, 2015

VIA E- FILING

Cynthia T. Brown,
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Re: Docket No. EP 724 (Sub-No. 3), United States Rail Service Issues –
Data Collection

Dear Ms. Brown:

Norfolk Southern submits the enclosed filing in response to the Board's request for data in Docket No. EP 724 (Sub - No. 3). Such submission does not constitute a concession that the filing is required and does not operate as a waiver of any of Norfolk Southern's rights and remedies at law.

Respectfully submitted,

A handwritten signature in blue ink, appearing to be 'David L. Coleman', with a long horizontal flourish extending to the right.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/25/2015
			Date Week Ended:	5/1/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.0
Grain unit	14.8
Coal unit	15.3
Automotive unit	20.8
Crude oil unit	17.6
Ethanol unit	18.6
Manifest	19.0
All Other	14.3

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	27.7
BELLEVUE	35.1
BIRMINGHAM	32.5
CHATTANOOGA	35.7
CONWAY	30.7
DECATUR	23.0
ELKHART	35.1
KNOXVILLE	43.3
LINWOOD	25.0
MACON	28.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,667
Covered hopper	48,674
Gondola	16,938
Intermodal	8,760
Multilevel (automotive)	10,046
Open hopper	39,467
Tank	39,208
Other	10,146
Total	188,906

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	58.95
Coal	9.65
Automotive	
Crude Oil	
Ethanol	
All Other Unit Trains	22.18

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
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		
					Number	Briefly Explain Cause	
Intermodal	12	0	4	1	31	Other-Transportation	48
Grain unit	16	0	0	1	4	Other-Transportation	21
Coal unit	82	0	0	0	23	Other-Transportation	105
Automotive unit	15	0	3	0	31	Other-Transportation	49
Crude oil unit	34	0	0	0	2	Other-Transportation	36
Ethanol unit	9	0	0	0	3	Other-Transportation	12
Other unit	5	1	0	0	9	Other-Transportation	15
All other trains	58	2	6	4	154	Other-Transportation	224
Total	231	3	13	6	257		510

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
	Intermodal	3	1	285
Grain	134	2	1,228	32
Coal	569	1	2,321	1
Crude Oil	55	2	937	7
Ethanol	23	7	172	138
Automotive	5	6	460	14
All Other	1,176	598	10,576	2,260

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/25/2015
			Date Week Ended:	5/1/2015

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
AL	1	n/a	n/a
AR		n/a	n/a
AZ		n/a	n/a
CA		n/a	n/a
CO		n/a	n/a
CT		n/a	n/a
DE	7	n/a	n/a
FL		n/a	n/a
GA	6	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	1,024	n/a	n/a
IA	1,004	n/a	n/a
KS		n/a	n/a
KY	3	n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD	4	n/a	n/a
MA		n/a	n/a
MI	197	n/a	n/a
MN		n/a	n/a
MS	29	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	90	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	9	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND		n/a	n/a
OH	349	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	9	n/a	n/a
RI		n/a	n/a
SC	4	n/a	n/a
SD		n/a	n/a
TN	6	n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VT	4	n/a	n/a
VA		n/a	n/a
WA		n/a	n/a
WV		n/a	n/a
WI		n/a	n/a
WY		n/a	n/a
Total	2,746	0	0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/27/2015
			Date Week Ended:	5/3/2015

8. Alternative NS Grain Data (See Description of Methodology)

NS's calculation of the number of cars needed -to meet agriculture grain shipment demand (includes loaded and empty component)	3,707
Cars available for agriculture shipments (includes loaded and empty component)	4,113
Cars surplus/(deficit) plan	406
Cars loaded	2,216
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,876
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,105
Cars surplus/(deficit) plan during previous week	229
Cars loaded	1,453
Difference in cars calculated for assignment to agricultural grain shipments from previous week	8

NORFOLK SOUTHERN RAILWAY COMPANY

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/25/2015
			Date Week Ended:	5/1/2015

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region		
Region	Loadings Plan	Loadings Average
Illinois Basin	6.4	5.9
Northern Appalachia	9.4	7.9
Central Appalachia	7.7	8.3
Southern Appalachia	0.1	0.1