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ENTERED
Office of Proceedings
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Part of
Public Record

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May 13, 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,


David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	5/2/2015
			Date Week Ended:	5/8/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.8
Grain unit	15.6
Coal unit	15.1
Automotive unit	20.2
Crude oil unit	17.6
Ethanol unit	17.6
Manifest	18.9
All Other	15.2

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	25.6
BELLEVUE	39.2
BIRMINGHAM	31.3
CHATTANOOGA	32.6
CONWAY	30.2
DECATUR	25.1
ELKHART	34.3
KNOXVILLE	41.8
LINWOOD	25.7
MACON	27.5

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,403
Covered hopper	48,848
Gondola	17,226
Intermodal	8,898
Multilevel (automotive)	10,165
Open hopper	38,974
Tank	39,450
Other	10,146
Total	189,110

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	47.38
Coal	9.84
Automotive	
Crude Oil	
Ethanol	67.72
All Other Unit Trains	28.65

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	15	0	0	0	24	Other-Transportation	39
Grain unit	17	0	0	0	4	Other-Transportation	21
Coal unit	73	0	0	2	18	Other-Transportation	93
Automotive unit	17	1	0	0	16	Other-Transportation	34
Crude oil unit	27	0	0	0	0	Other-Transportation	27
Ethanol unit	4	0	0	0	2	Other-Transportation	6
Other unit	13	0	1	0	2	Other-Transportation	16
All other trains	64	1	11	2	130	Other-Transportation	208
Total	230	2	12	4	196		444

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	23	1	177	1
Grain	158	2	941	11
Coal	396	1	2,090	3
Crude Oil	154	2	245	13
Ethanol	68	65	272	87
Automotive	7	4	518	67
All Other	1,141	676	10,517	2,200

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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
AL		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	4	n/a	n/a
FL		n/a	n/a
GA	3	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	1,071	n/a	n/a
IA	833	n/a	n/a
KS		n/a	n/a
KY	11	n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD	1	n/a	n/a
MA		n/a	n/a
MI	440	n/a	n/a
MN		n/a	n/a
MS	179	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	68	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	7	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND		n/a	n/a
OH	707	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	6	n/a	n/a
RI		n/a	n/a
SC		n/a	n/a
SD		n/a	n/a
TN	3	n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VT	8	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	3,341	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	5/4/2015
			Date Week Ended:	5/10/2015

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)	3,721
Cars available for agriculture shipments (includes loaded and empty component)	4,102
Cars surplus/(deficit) plan	381
Cars loaded	1,526
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,707
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,113
Cars surplus/(deficit) plan during previous week	406
Cars loaded	2,216
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(11)

NORFOLK SOUTHERN RAILWAY COMPANY

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10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region		
Region	Loadings Plan	Loadings Average
Illinois Basin	6.0	4.4
Northern Appalachia	8.0	7.9
Central Appalachia	9.0	7.9
Southern Appalachia	0.0	0.0