



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

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ENTERED
Office of Proceedings
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Part of
Public Record

David L. Coleman
General Attorney

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

May 20, 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:	5/9/2015
			Date Week Ended:	5/15/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.1
Grain unit	17.8
Coal unit	16.7
Automotive unit	20.6
Crude oil unit	17.2
Ethanol unit	16.0
Manifest	19.4
All Other	14.3

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	26.4
BELLEVUE	36.6
BIRMINGHAM	31.4
CHATTANOOGA	33.3
CONWAY	33.3
DECATUR	26.0
ELKHART	33.4
KNOXVILLE	33.4
LINWOOD	23.6
MACON	26.7

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,311
Covered hopper	48,321
Gondola	17,069
Intermodal	8,984
Multilevel (automotive)	9,706
Open hopper	38,844
Tank	39,287
Other	9,898
Total	187,420

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	29.6
Coal	8.44
Automotive	
Crude Oil	
Ethanol	36.36
All Other Unit Trains	28.15

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	9	0	0	0	31	Other-Transportation	40
Grain unit	13	0	0	1	6	Other-Transportation	20
Coal unit	54	0	0	0	19	Other-Transportation	73
Automotive unit	16	0	0	0	19	Other-Transportation	35
Crude oil unit	38	0	0	0	0	Other-Transportation	38
Ethanol unit	11	0	0	0	2	Other-Transportation	13
Other unit	10	0	0	0	10	Other-Transportation	20
All other trains	71	4	0	3	105	Other-Transportation	183
Total	222	4	0	4	192		422

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	14	0	261	2
Grain	210	2	512	19
Coal	373	0	2,477	0
Crude Oil	239	1	334	154
Ethanol	39	64	129	115
Automotive	18	4	569	5
All Other	1,398	612	9,434	2,310

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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	3	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	3	n/a	n/a
FL		n/a	n/a
GA	18	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	1,137	n/a	n/a
IA	1,288	n/a	n/a
KS		n/a	n/a
KY		n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD		n/a	n/a
MA		n/a	n/a
MI	294	n/a	n/a
MN		n/a	n/a
MS	102	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	92	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	25	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	7	n/a	n/a
OH	433	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	4	n/a	n/a
SD		n/a	n/a
TN		n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VT	21	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	3,433	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	5/11/2015
			Date Week Ended:	5/17/2015

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)	3,640
Cars available for agriculture shipments (includes loaded and empty component)	4,069
Cars surplus/(deficit) plan	429
Cars loaded	1,469
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,721
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,102
Cars surplus/(deficit) plan during previous week	381
Cars loaded	1,526
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(33)

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	5.7	5.1
Northern Appalachia	9.4	8.1
Central Appalachia	9.4	8.0
Southern Appalachia	0.0	0.0