



Norfolk Southern Railway Company
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ENTERED
Office of Proceedings
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Part of
Public Record

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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:	5/16/2015
			Date Week Ended:	5/22/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	26.7
Grain unit	17.2
Coal unit	16.1
Automotive unit	17.3
Crude oil unit	16.8
Ethanol unit	17.3
Manifest	20.1
All Other	15.7

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

System Average	25.3
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity

ALLEN TOWN	25.5
BELLEVUE	35.8
BIRMINGHAM	36.7
CHATTANOOGA	37.4
CONWAY	33.4
DECATUR	29.2
ELKHART	31.6
KNOXVILLE	38.8
LINWOOD	23.8
MACON	28.9

3. Total Cars On Line by Car Type for the Reporting Week

Box	15,356
Covered hopper	47,787
Gondola	17,165
Intermodal	8,898
Multilevel (automotive)	9,747
Open hopper	39,335
Tank	39,087
Other	9,876
Total	187,251

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	40.22
Coal	9.79
Automotive	
Crude Oil	
Ethanol	43.42
All Other Unit Trains	25.58

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	8		1		23	Other-Transportation	32
Grain unit	11				5	Other-Transportation	16
Coal unit	63			2	23	Other-Transportation	88
Automotive unit	24		1		16	Other-Transportation	41
Crude oil unit	26					Other-Transportation	26
Ethanol unit	6				2	Other-Transportation	8
Other unit	7				8	Other-Transportation	15
All other trains	52	5		7	115	Other-Transportation	179
Total	197	5	2	9	192		405

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	6	2	192	0
Grain	163	1	1,026	9
Coal	333	0	2,419	4
Crude Oil	159	13	666	18
Ethanol	4	66	236	156
Automotive	10	5	557	19
All Other	1,309	533	9,428	2,043

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	5/16/2015
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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	2	n/a	n/a
FL		n/a	n/a
GA	14	n/a	n/a
IA		n/a	n/a
ID		n/a	n/a
IL	903	n/a	n/a
IN	1,021	n/a	n/a
KS		n/a	n/a
KY		n/a	n/a
LA		n/a	n/a
MA		n/a	n/a
MD	3	n/a	n/a
ME		n/a	n/a
MI	357	n/a	n/a
MN		n/a	n/a
MO	86	n/a	n/a
MS		n/a	n/a
MT		n/a	n/a
NC	61	n/a	n/a
ND		n/a	n/a
NE		n/a	n/a
NH		n/a	n/a
NJ	7	n/a	n/a
NM		n/a	n/a
NV		n/a	n/a
NY		n/a	n/a
OH	368	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	19	n/a	n/a
RI		n/a	n/a
SC		n/a	n/a
SD		n/a	n/a
TN		n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VA	7	n/a	n/a
VT		n/a	n/a
WA		n/a	n/a
WI		n/a	n/a
WV		n/a	n/a
WY		n/a	n/a
Total	2,848	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	5/18/2015
			Date Week Ended:	5/24/2015

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)

3,626

Cars available for agriculture shipments (includes loaded and empty component)

4,042

Cars surplus/(deficit) plan

416

Cars loaded

2,163

NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)

3,640

Cars available for agriculture shipments during previous week (includes loaded and empty component)

4,069

Cars surplus/(deficit) plan during previous week

429

Cars loaded

1,469

Difference in cars calculated for assignment to agricultural grain shipments from previous week

(27)

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	5/16/2015
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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	6.6	5.4
Northern Appalachia	8.4	7.3
Central Appalachia	10.0	7.3
Southern Appalachia	0.4	0.1