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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**

<b>Railroad:</b>	<b>Year: 2015</b>	<b>Reporting Week:</b>	<b>Date Week Began:</b>	<b>5/23/2015</b>
			<b>Date Week Ended:</b>	<b>5/29/2015</b>

<b>1. System-Average Train Speed by Train Type for the Reporting Week (MPH)</b>	
Intermodal	28.0
Grain unit	17.9
Coal unit	16.8
Automotive unit	22.2
Crude oil unit	17.9
Ethanol unit	19.5
Manifest	21.3
All Other	16.5

<b>2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains</b>	
System Average	25.5

<b>2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity</b>	
ALLENTOWN	24.9
BELLEVUE	33.4
BIRMINGHAM	36.9
CHATTANOOGA	34.6
CONWAY	27.9
DECATUR	24.8
ELKHART	30.0
KNOXVILLE	40.6
LINWOOD	23.1
MACON	28.1

<b>3. Total Cars On Line by Car Type for the Reporting Week</b>	
Box	15,022
Covered hopper	47,535
Gondola	17,151
Intermodal	8,965
Multilevel (automotive)	10,098
Open hopper	39,030
Tank	38,576
Other	10,040
Total	186,417

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	35.9
Coal	7.4
Automotive	
Crude Oil	
Ethanol	44.67
All Other Unit Trains	19.32

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	4			1	20	Other-Transportation	25
Grain unit	13				2	Other-Transportation	15
Coal unit	53				18	Other-Transportation	71
Automotive unit	15		1		13	Other-Transportation	29
Crude oil unit	29				2	Other-Transportation	31
Ethanol unit	8				1	Other-Transportation	9
Other unit	9				4	Other-Transportation	13
All other trains	47	7	1	5	109	Other-Transportation	169
Total	178	7	2	6	169		362

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	20	0	277	0
Grain	429	11	1,653	16
Coal	2,566	0	3,369	47
Crude Oil	330	28	332	250
Ethanol	30	478	377	386
Automotive	22	32	638	19
All Other	7,033	3,319	16,408	3,627

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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	1	n/a	n/a
FL		n/a	n/a
GA	11	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	703	n/a	n/a
IA	1,215	n/a	n/a
KS		n/a	n/a
KY	5	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	207	n/a	n/a
MN		n/a	n/a
MS	343	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	30	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	10	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	1	n/a	n/a
OH	408	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	10	n/a	n/a
RI		n/a	n/a
SC	3	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	19	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
<b>Total</b>	<b>2,970</b>	<b>0</b>	<b>0</b>

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			<b>Date Week Ended:</b>	<b>5/31/2015</b>

**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)	<b>3,768</b>
Cars available for agriculture shipments (includes loaded and empty component)	<b>3,931</b>
Cars surplus/(deficit) plan	<b>163</b>
Cars loaded	<b>1,494</b>
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	<b>3,626</b>
Cars available for agriculture shipments during previous week (includes loaded and empty component)	<b>4,042</b>
Cars surplus/(deficit) plan during previous week	<b>416</b>
Cars loaded	<b>2,136</b>
Difference in cars calculated for assignment to agricultural grain shipments from previous week	<b>(111)</b>

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	6.3	4.4
Northern Appalachia	6.6	6.0
Central Appalachia	7.0	7.0
Southern Appalachia	0.5	0.3