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Norfolk Southern Railway Company  
Law Department  
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Norfolk, Virginia 23510-2191

ENTERED  
Office of Proceedings  
June 10, 2015  
Part of  
Public Record

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June 10, 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', written over a horizontal line.

David L. Coleman

Enclosure

**EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION**

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	5/30/2015
			Date Week Ended:	6/5/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	27.3
Grain unit	18.0
Coal unit	17.2
Automotive unit	21.6
Crude oil unit	18.0
Ethanol unit	20.1
Manifest	21.0
All Other	17.2

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.1

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	22.7
BELLEVUE	35.3
BIRMINGHAM	36.1
CHATTANOOGA	31.6
CONWAY	25.5
DECATUR	24.4
ELKHART	30.2
KNOXVILLE	33.0
LINWOOD	23.6
MACON	26.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,287
Covered hopper	47,425
Gondola	17,550
Intermodal	9,168
Multilevel (automotive)	10,289
Open hopper	38,983
Tank	38,902
Other	9,967
Total	187,570

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	33.04
Coal	8.34
Automotive	
Crude Oil	
Ethanol	4.18
All Other Unit Trains	22.31

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	6				19	Other-Transportation	25
Grain unit	10				6	Other-Transportation	16
Coal unit	61			2	10	Other-Transportation	73
Automotive unit	16				14	Other-Transportation	30
Crude oil unit	26				0	Other-Transportation	26
Ethanol unit	12				2	Other-Transportation	14
Other unit	7				4	Other-Transportation	11
All other trains	42	4		5	97	Other-Transportation	148
Total	180	4	0	7	152		343

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	1	0	106	0
Grain	62	1	772	9
Coal	491	0	1,198	7
Crude Oil	69	5	159	53
Ethanol	4	75	217	184
Automotive	1	4	311	7
All Other	1,385	524	8,175	1,705

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	5/30/2015
			Date Week Ended:	6/5/2015

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	8	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		n/a	n/a
FL		n/a	n/a
GA		n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	857	n/a	n/a
IA	1,222	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	553	n/a	n/a
MN		n/a	n/a
MS	210	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	57	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	8	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND		n/a	n/a
OH	577	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
VT	13	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>3,531</b>	<b>0</b>	<b>0</b>

**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>6/1/2015</b>
			<b>Date Week Ended:</b>	<b>6/7/2015</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>3,654</b>
Cars available for agriculture shipments (includes loaded and empty component)	<b>3,942</b>
Cars surplus/(deficit) plan	<b>288</b>
Cars loaded	<b>1,544</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>3,768</b>
Cars available for agriculture shipments during previous week (includes loaded and empty component)	<b>3,931</b>
Cars surplus/(deficit) plan during previous week	<b>163</b>
Cars loaded	<b>1,494</b>
Difference in cars calculated for assignment to agricultural grain shipments from previous week	<b>(11)</b>

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	5/30/2015
			Date Week Ended:	6/5/2015

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region		
Region	Loadings Plan	Loadings Average
Illinois Basin	5.7	5.4
Northern Appalachia	7.7	6.6
Central Appalachia	8.7	7.4
Southern Appalachia	0.4	0.3