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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,

A handwritten signature in black ink, appearing to be 'D. Coleman', written over the typed name 'David L. Coleman'.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	6/13/2015
			Date Week Ended:	6/19/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.3
Grain unit	14.9
Coal unit	16.1
Automotive unit	19.4
Crude oil unit	16.2
Ethanol unit	16.8
Manifest	20.0
All Other	15.4

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	27.7
BELLEVUE	35.1
BIRMINGHAM	30.6
CHATTANOOGA	28.3
CONWAY	28.7
DECATUR	23.4
ELKHART	37.3
KNOXVILLE	33.5
LINWOOD	26.3
MACON	30.0

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,263
Covered hopper	47,543
Gondola	17,722
Intermodal	9,116
Multilevel (automotive)	10,147
Open hopper	38,845
Tank	39,332
Other	9,942
Total	187,910

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	44.78
Coal	12.62
Automotive	
Crude Oil	
Ethanol	24.27
All Other Unit Trains	27.54

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				24	Other-Transportation	30
Grain unit	10				7	Other-Transportation	17
Coal unit	46		1	1	19	Other-Transportation	67
Automotive unit	13				26	Other-Transportation	39
Crude oil unit	21				1	Other-Transportation	22
Ethanol unit	6				1	Other-Transportation	7
Other unit	10				4	Other-Transportation	14
All other trains	55	6		3	107	Other-Transportation	171
Total	167	6	1	4	189		367

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	125	0
Grain	188	2	1,326	8
Coal	731	5	1,850	4
Crude Oil	91	4	375	14
Ethanol	21	26	271	236
Automotive	10	5	427	5
All Other	1,851	723	7,633	1,429

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	6/13/2015
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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	1	n/a	n/a
FL		n/a	n/a
GA		n/a	n/a
IA		n/a	n/a
ID		n/a	n/a
IL	634	n/a	n/a
IN	979	n/a	n/a
KS		n/a	n/a
KY	8	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	362	n/a	n/a
MN		n/a	n/a
MO	152	n/a	n/a
MS		n/a	n/a
MT		n/a	n/a
NC	73	n/a	n/a
ND		n/a	n/a
NE		n/a	n/a
NH		n/a	n/a
NJ	14	n/a	n/a
NM		n/a	n/a
NV		n/a	n/a
NY	14	n/a	n/a
OH	628	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	20	n/a	n/a
RI		n/a	n/a
SC	9	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	8	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	2,905	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	6/15/2015
			Date Week Ended:	6/21/2015

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)	3,555
Cars available for agriculture shipments (includes loaded and empty component)	3,997
Cars surplus/(deficit) plan	442
Cars loaded	1,757
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,711
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,937
Cars surplus/(deficit) plan during previous week	226
Cars loaded	2,086
Difference in cars calculated for assignment to agricultural grain shipments from previous week	60

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	6/13/2015
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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	5.0	5.9
Northern Appalachia	7.9	6.9
Central Appalachia	8.3	7.7
Southern Appalachia	0.4	0.3