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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

ENTERED
Office of Proceedings
July 29, 2015
Part of
Public Record

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 'D. Coleman', with a long horizontal flourish extending to the right.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	7/18/2015
			Date Week Ended:	7/24/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.3
Grain unit	16.9
Coal unit	16.4
Automotive unit	20.8
Crude oil unit	19.8
Ethanol unit	19.0
Manifest	19.7
All Other	15.8

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.9

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.5
BELLEVUE	33.7
BIRMINGHAM	35.3
CHATTANOOGA	34.4
CONWAY	29.5
DECATUR	25.5
ELKHART	31.3
KNOXVILLE	33.7
LINWOOD	25.9
MACON	30.9

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,316
Covered hopper	47,044
Gondola	17,925
Intermodal	9,491
Multilevel (automotive)	11,038
Open hopper	39,788
Tank	38,747
Other	9,903
Total	189,252

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	35.22
Coal	8.48
Automotive	
Crude Oil	
Ethanol	50.08
All Other Unit Trains	21.97

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	11		5	2	22	Other-Transportation	40
Grain unit	13				3	Other-Transportation	16
Coal unit	63	1		1	21	Other-Transportation	86
Automotive unit	7				16	Other-Transportation	23
Crude oil unit	24				4	Other-Transportation	28
Ethanol unit	6				0	Other-Transportation	6
Other unit	4				5	Other-Transportation	9
All other trains	44	1	7	7	86	Other-Transportation	145
Total	172	2	12	10	157		353

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	19	1	195	0
Grain	146	7	812	20
Coal	369	1	2,569	4
Crude Oil	124	9	190	77
Ethanol	84	86	406	418
Automotive	3	6	360	43
All Other	1,263	601	8,586	1,871

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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	13	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	75	n/a	n/a
IL		n/a	n/a
IN	887	n/a	n/a
IA	913	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	260	n/a	n/a
MN		n/a	n/a
MS	186	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	7	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	22	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	7	n/a	n/a
OH	602	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	21	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	17	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	3,017	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	7/20/2015
			Date Week Ended:	7/26/2015

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)	3,942
Cars available for agriculture shipments (includes loaded and empty component)	4,299
Cars surplus/(deficit) plan	357
Cars loaded	1,665
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,191
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,189
Cars surplus/(deficit) plan during previous week	997
Cars loaded	1,528
Difference in cars calculated for assignment to agricultural grain shipments from previous week	110

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	5.3	5.0
Northern Appalachia	8.4	9.1
Central Appalachia	8.9	7.0
Southern Appalachia	0.4	0.1