



**NORFOLK  
SOUTHERN**

Norfolk Southern Railway Company  
Law Department  
Three Commercial Place  
Norfolk, Virginia 23510-2191

**David L. Coleman**  
**General Solicitor**

Phone (757) 629-2806  
Fax (757) 533-4872  
Email: David.Coleman@nscorp.com

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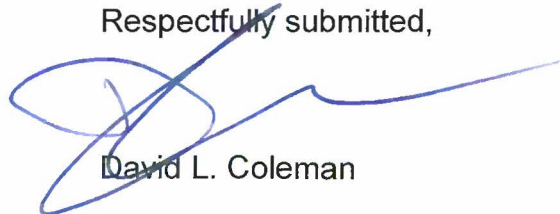
Cynthia T. Brown,  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423-0001

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:	7/25/2015
			Date Week Ended:	7/31/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.3
Grain unit	17.9
Coal unit	16.2
Automotive unit	21.3
Crude oil unit	18.2
Ethanol unit	18.3
Manifest	20.3
All Other	16.5

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLEN TOWN	24.1
BELLEVUE	34.7
BIRMINGHAM	36.0
CHATTANOOGA	33.5
CONWAY	28.2
DECATUR	22.6
ELKHART	30.5
KNOXVILLE	32.5
LINWOOD	25.0
MACON	31.2

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,317
Covered hopper	46,985
Gondola	18,073
Intermodal	9,566
Multilevel (automotive)	10,477
Open hopper	40,225
Tank	38,452
Other	9,892
Total	188,986

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	41.86
Coal	10.9
Automotive	
Crude Oil	
Ethanol	56.12
All Other Unit Trains	31.67

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	6		1		29	Other-Transportation	36
Grain unit	10				6	Other-Transportation	16
Coal unit	46	1		4	23	Other-Transportation	74
Automotive unit	8			1	23	Other-Transportation	32
Crude oil unit	17				1	Other-Transportation	18
Ethanol unit	14				1	Other-Transportation	15
Other unit	10				6	Other-Transportation	16
All other trains	51	3	4	1	111	Other-Transportation	170
Total	162	4	5	6	200		377

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	9	1	197	0
Grain	66	2	1,081	33
Coal	630	1	2,416	6
Crude Oil	11	7	92	181
Ethanol	95	22	357	175
Automotive	7	7	366	5
All Other	1,298	638	9,058	2,041

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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	15	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	8	n/a	n/a
ID	75	n/a	n/a
IL		n/a	n/a
IN	1,240	n/a	n/a
IA	550	n/a	n/a
KS		n/a	n/a
KY	10	n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD	3	n/a	n/a
MA		n/a	n/a
MI	328	n/a	n/a
MN		n/a	n/a
MS	51	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	8	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	5	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	6	n/a	n/a
OH	504	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	39	n/a	n/a
RI		n/a	n/a
SC		n/a	n/a
SD		n/a	n/a
TN	2	n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VT	22	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	2,867	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	7/27/2015
			Date Week Ended:	8/2/2015

### 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)	3,867
Cars available for agriculture shipments (includes loaded and empty component)	4,252
Cars surplus/(deficit) plan	385
Cars loaded	1,725
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,942
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,299
Cars surplus/(deficit) plan during previous week	357
Cars loaded	1,665
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(47)

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	7/25/2015
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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	6.1	4.0
Northern Appalachia	9.9	9.1
Central Appalachia	9.3	8.3
Southern Appalachia	0.3	0.3