



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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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
August 26, 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,

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	8/15/2015
			Date Week Ended:	8/21/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.4
Grain unit	17.6
Coal unit	17.8
Automotive unit	20.9
Crude oil unit	19.0
Ethanol unit	17.9
Manifest	20.4
All Other	18.6

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	25.3
BELLEVUE	28.1
BIRMINGHAM	31.7
CHATTANOOGA	28.3
CONWAY	30.9
DECATUR	24.9
ELKHART	37.8
KNOXVILLE	39.9
LINWOOD	24.0
MACON	28.7

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,047
Covered hopper	47,055
Gondola	17,775
Intermodal	9,580
Multilevel (automotive)	10,775
Open hopper	39,933
Tank	37,718
Other	9,469
Total	187,352

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	53.78
Coal	10.12
Automotive	
Crude Oil	
Ethanol	37.17
All Other Unit Trains	21.42

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	9			2	29	Other-Transportation	40
Grain unit	6				6	Other-Transportation	12
Coal unit	66			2	17	Other-Transportation	85
Automotive unit	13		2		16	Other-Transportation	31
Crude oil unit	18				2	Other-Transportation	20
Ethanol unit	6			1	1	Other-Transportation	8
Other unit	10				3	Other-Transportation	13
All other trains	35	2	2	2	87	Other-Transportation	128
Total	163	2	4	7	161		337

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	169	0
Grain	321	2	1,283	25
Coal	882	1	2,430	1
Crude Oil	45	2	92	210
Ethanol	39	14	250	301
Automotive	11	0	342	46
All Other	1,006	679	7,674	1,497

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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	25	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	13	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	939	n/a	n/a
IA	357	n/a	n/a
KS		n/a	n/a
KY		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	131	n/a	n/a
MN		n/a	n/a
MS	188	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	10	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	2	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	22	n/a	n/a
OH	545	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	57	n/a	n/a
RI		n/a	n/a
SC		n/a	n/a
SD		n/a	n/a
TN	1	n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VT	3	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	2,294	0	0

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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)	3,474
Cars available for agriculture shipments (includes loaded and empty component)	3,955
Cars surplus/(deficit) plan	481
Cars loaded	1,635
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,941
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,146
Cars surplus/(deficit) plan during previous week	205
Cars loaded	1,681
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(191)

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	4.4	4.4
Northern Appalachia	8.4	8.3
Central Appalachia	9.0	8.4
Southern Appalachia	0.1	0.0