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September 9, 2015

ENTERED
Office of Proceedings
September 9, 2015
Part of
Public Record

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 'David L. Coleman', written over a large, stylized scribble or flourish.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	8/29/2015
			Date Week Ended:	9/4/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	25.9
Grain unit	18.0
Coal unit	16.7
Automotive unit	19.6
Crude oil unit	19.3
Ethanol unit	19.4
Manifest	19.8
All Other	16.2

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.3

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.6
BELLEVUE	28.9
BIRMINGHAM	30.0
CHATTANOOGA	32.3
CONWAY	31.3
DECATUR	21.7
ELKHART	30.2
KNOXVILLE	38.6
LINWOOD	31.1
MACON	35.0

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,413
Covered hopper	47,152
Gondola	17,461
Intermodal	9,813
Multilevel (automotive)	10,716
Open hopper	40,372
Tank	37,905
Other	10,042
Total	188,874

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	30.1
Coal	8.61
Automotive	
Crude Oil	
Ethanol	53.11
All Other Unit Trains	22.23

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	8	1	1	1	32	Other-Transportation	43
Grain unit	9				6	Other-Transportation	15
Coal unit	68			2	24	Other-Transportation	94
Automotive unit	12			1	16	Other-Transportation	29
Crude oil unit	21					Other-Transportation	21
Ethanol unit	9			1		Other-Transportation	10
Other unit	8				7	Other-Transportation	15
All other trains	53	5	2	5	89	Other-Transportation	154
Total	188	6	3	10	174		381

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	2	0	179	1
Grain	141	0	1,057	23
Coal	785	0	2,170	0
Crude Oil	22	4	55	46
Ethanol	14	22	394	287
Automotive	12	5	409	0
All Other	1,068	475	8,092	1,517

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Railroad:	Year: 2015	Reporting Week:	Date Week Began: 8/29/2015
			Date Week Ended: 9/4/2015

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	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		n/a	n/a
FL		n/a	n/a
GA	2	n/a	n/a
ID	160	n/a	n/a
IL		n/a	n/a
IN	1,023	n/a	n/a
IA	492	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	3	n/a	n/a
MA		n/a	n/a
MI	217	n/a	n/a
MN		n/a	n/a
MS	136	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	2	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM		n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	41	n/a	n/a
OH	353	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	43	n/a	n/a
RI		n/a	n/a
SC	2	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	77	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	2,566	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	8/31/2015
			Date Week Ended:	9/6/2015

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)	3,190
Cars available for agriculture shipments (includes loaded and empty component)	3,564
Cars surplus/(deficit) plan	374
Cars loaded	1,406
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,531
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,588
Cars surplus/(deficit) plan during previous week	57
Cars loaded	1,152
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(24)

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	5.4	4.7
Northern Appalachia	9.1	8.9
Central Appalachia	9.7	8.6
Southern Appalachia	0.1	0.0