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September 30, 2015

239272

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
September 30, 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:	9/19/2015
			Date Week Ended:	9/25/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.6
Grain unit	16.8
Coal unit	17.2
Automotive unit	21.0
Crude oil unit	17.3
Ethanol unit	17.6
Manifest	20.4
All Other	17.0

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	25.7
BELLEVUE	31.4
BIRMINGHAM	30.0
CHATTANOOGA	33.4
CONWAY	32.6
DECATUR	23.6
ELKHART	27.7
KNOXVILLE	36.2
LINWOOD	26.0
MACON	34.4

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,481
Covered hopper	47,873
Gondola	17,441
Intermodal	9,637
Multilevel (automotive)	11,161
Open hopper	40,647
Tank	38,672
Other	10,270
Total	191,181

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	34.8
Coal	10.25
Automotive	
Crude Oil	
Ethanol	65.21
All Other Unit Trains	41.18

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	11	1	2		25	Other-Transportation	39
Grain unit	12				1	Other-Transportation	13
Coal unit	70				24	Other-Transportation	94
Automotive unit	14		3	1	15	Other-Transportation	33
Crude oil unit	14				3	Other-Transportation	17
Ethanol unit	5				2	Other-Transportation	7
Other unit	9				5	Other-Transportation	14
All other trains	47	3	5	4	110	Other-Transportation	169
Total	182	4	10	5	185		386

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	0	99	1
Grain	67	1	1,127	15
Coal	840	0	1,547	4
Crude Oil	15	10	220	120
Ethanol	19	7	645	309
Automotive	22	5	385	30
All Other	1,159	536	8,011	1,580

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	9/19/2015
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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	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:	9/21/2015
			Date Week Ended:	9/27/2015

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)	3,918
Cars available for agriculture shipments (includes loaded and empty component)	3,508
Cars surplus/(deficit) plan	(410)
Cars loaded	1,004
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,190
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,352
Cars surplus/(deficit) plan during previous week	162
Cars loaded	1,708
Difference in cars calculated for assignment to agricultural grain shipments from previous week	156

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	5.6	4.7
Northern Appalachia	12.0	8.6
Central Appalachia	11.0	8.1
Southern Appalachia	0.3	0.3