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VIA E- FILING

239394

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
October 21, 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:	10/10/2015
			Date Week Ended:	10/16/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	27.9
Grain unit	18.4
Coal unit	18.0
Automotive unit	21.1
Crude oil unit	19.2
Ethanol unit	16.4
Manifest	20.8
All Other	18.8

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.4

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	22.9
BELLEVUE	29.9
BIRMINGHAM	30.4
CHATTANOOGA	35.6
CONWAY	33.9
DECATUR	27.9
ELKHART	27.9
KNOXVILLE	37.6
LINWOOD	27.4
MACON	33.4

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,478
Covered hopper	48,084
Gondola	17,108
Intermodal	9,753
Multilevel (automotive)	10,911
Open hopper	40,697
Tank	38,625
Other	10,020
Total	190,675

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	36.63
Coal	8.12
Automotive	
Crude Oil	
Ethanol	40.69
All Other Unit Trains	33.67

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	8		1	1	20	Other-Transportation	30
Grain unit	10				6	Other-Transportation	16
Coal unit	71			1	17	Other-Transportation	89
Automotive unit	9	1	1		22	Other-Transportation	33
Crude oil unit	21				0	Other-Transportation	21
Ethanol unit	3				2	Other-Transportation	5
Other unit	9		1		3	Other-Transportation	13
All other trains	34	4	8	1	88	Other-Transportation	135
Total	165	5	11	3	158		342

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	1	320	0
Grain	74	3	1,046	11
Coal	674	3	1,796	8
Crude Oil	10	5	164	32
Ethanol	11	83	537	263
Automotive	57	0	465	42
All Other	1,015	474	8,168	1,643

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	10/10/2015
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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	1	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	20	n/a	n/a
ID	173	n/a	n/a
IL		n/a	n/a
IN	1,293	n/a	n/a
IA	394	n/a	n/a
KS		n/a	n/a
KY	1	n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD	50	n/a	n/a
MA		n/a	n/a
MI	201	n/a	n/a
MN		n/a	n/a
MS	277	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	71	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		n/a	n/a
OH	990	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	66	n/a	n/a
RI		n/a	n/a
SC		n/a	n/a
SD		n/a	n/a
TN	3	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	3,564	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	10/12/2015
			Date Week Ended:	10/18/2015

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)	4,042
Cars available for agriculture shipments (includes loaded and empty component)	3,677
Cars surplus/(deficit) plan	(365)
Cars loaded	1,740
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,928
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,633
Cars surplus/(deficit) plan during previous week	(295)
Cars loaded	1,557
Difference in cars calculated for assignment to agricultural grain shipments from previous week	44

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	10/10/2015
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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	3.6	3.7
Northern Appalachia	8.6	7.6
Central Appalachia	9.7	8.6
Southern Appalachia	0.6	0.3