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November 4, 2015

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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  
November 04, 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,

A handwritten signature in blue ink, appearing to be 'D. Coleman', written over the typed name 'David L. Coleman'.

David L. Coleman

Enclosure

**EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION**

<b>Railroad:</b>	<b>Year: 2015</b>	<b>Reporting Week:</b>	<b>Date Week Began:</b>	<b>10/24/2015</b>
			<b>Date Week Ended:</b>	<b>10/30/2015</b>

<b>1. System-Average Train Speed by Train Type for the Reporting Week (MPH)</b>	
Intermodal	27.7
Grain unit	17.3
Coal unit	16.7
Automotive unit	21.6
Crude oil unit	17.4
Ethanol unit	21.1
Manifest	21.2
All Other	15.6

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

<b>2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity</b>	
ALLENTOWN	23.1
BELLEVUE	32.1
BIRMINGHAM	28.4
CHATTANOOGA	29.5
CONWAY	32.4
DECATUR	21.6
ELKHART	29.1
KNOXVILLE	31.6
LINWOOD	24.9
MACON	30.6

<b>3. Total Cars On Line by Car Type for the Reporting Week</b>	
Box	15,189
Covered hopper	47,952
Gondola	16,955
Intermodal	9,608
Multilevel (automotive)	10,624
Open hopper	40,917
Tank	38,737
Other	10,248
Total	190,229

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	34.75
Coal	8.57
Automotive	
Crude Oil	
Ethanol	17.65
All Other Unit Trains	29.11

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	7	0	0	4	20	Other-Transportation	31
Grain unit	10	0	0	0	7	Other-Transportation	17
Coal unit	38	1	0	2	19	Other-Transportation	60
Automotive unit	11	0	3	0	14	Other-Transportation	28
Crude oil unit	18	1	0	0	2	Other-Transportation	21
Ethanol unit	6	0	0	0	1	Other-Transportation	7
Other unit	3	0	0	0	7	Other-Transportation	10
All other trains	21	6	3	0	88	Other-Transportation	118
Total	114	8	6	6	158		292

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	168	0
Grain	243	8	1,033	16
Coal	635	5	1,852	2
Crude Oil	36	6	162	16
Ethanol	25	10	310	323
Automotive	1	1	404	32
All Other	801	503	7,763	1,786

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	10/24/2015
			Date Week Ended:	10/30/2015

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	11	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	14	n/a	n/a
ID	186	n/a	n/a
IL		n/a	n/a
IN	975	n/a	n/a
IA	764	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	9	n/a	n/a
MA		n/a	n/a
MI	431	n/a	n/a
MN		n/a	n/a
MS	199	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	45	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		n/a	n/a
OH	1,033	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	9	n/a	n/a
RI		n/a	n/a
SC		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	28	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
<b>Total</b>	<b>3,704</b>	<b>0</b>	<b>0</b>

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<b>Railroad:</b>	<b>Year: 2015</b>	<b>Reporting Week:</b>	<b>Date Week Began:</b>	<b>10/26/2015</b>
			<b>Date Week Ended:</b>	<b>11/1/2015</b>

**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)	<b>4,185</b>
Cars available for agriculture shipments (includes loaded and empty component)	<b>3,757</b>
Cars surplus/(deficit) plan	<b>(428)</b>
Cars loaded	<b>1,824</b>
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	<b>4,213</b>
Cars available for agriculture shipments during previous week (includes loaded and empty component)	<b>3,711</b>
Cars surplus/(deficit) plan during previous week	<b>(502)</b>
Cars loaded	<b>1,705</b>
Difference in cars calculated for assignment to agricultural grain shipments from previous week	<b>46</b>

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	10/24/2015
			Date Week Ended:	10/30/2015

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region		
Region	Loadings Plan	Loadings Average
Illinois Basin	4.6	3.9
Northern Appalachia	7.9	8.6
Central Appalachia	7.6	7.6
Southern Appalachia	0.3	0.3