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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 18, 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 'David L. Coleman', written over the typed name.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	11/7/2015
			Date Week Ended:	11/13/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	28.4
Grain unit	17.5
Coal unit	16.8
Automotive unit	22.0
Crude oil unit	19.8
Ethanol unit	21.8
Manifest	21.2
All Other	17.0

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	23.4

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	23.7
BELLEVUE	27.4
BIRMINGHAM	30.7
CHATTANOOGA	25.8
CONWAY	29.5
DECATUR	21.5
ELKHART	28.2
KNOXVILLE	34.6
LINWOOD	24.1
MACON	30.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	14,886
Covered hopper	46,958
Gondola	17,096
Intermodal	9,421
Multilevel (automotive)	10,915
Open hopper	40,755
Tank	37,832
Other	10,327
Total	188,190

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	26.92
Coal	8.95
Automotive	
Crude Oil	
Ethanol	12.7
All Other Unit Trains	27.04

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	5	0	0	1	14	Other-Transportation	20
Grain unit	10	0	0	0	5	Other-Transportation	15
Coal unit	40	2	0	1	14	Other-Transportation	57
Automotive unit	4	0	0	0	23	Other-Transportation	27
Crude oil unit	20	0	0	0	0	Other-Transportation	20
Ethanol unit	7	0	0	0	1	Other-Transportation	8
Other unit	5	0	0	0	5	Other-Transportation	10
All other trains	25	2	3	4	105	Other-Transportation	139
Total	116	4	3	6	167		296

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	3	0	81
Grain	210	1	1,046	9
Coal	1,164	7	1,636	5
Crude Oil	13	18	14	46
Ethanol	35	10	134	231
Automotive	13	1	466	30
All Other	827	426	6,066	1,335

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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	5	n/a	n/a
FL		n/a	n/a
GA	5	n/a	n/a
ID	87	n/a	n/a
IL		n/a	n/a
IN	1,243	n/a	n/a
IA	609	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	63	n/a	n/a
MA		n/a	n/a
MI	456	n/a	n/a
MN		n/a	n/a
MS	139	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	110	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	9	n/a	n/a
OH	547	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	20	n/a	n/a
RI		n/a	n/a
SC	10	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	36	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	3,354	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	11/9/2015
			Date Week Ended:	11/15/2015

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)	3,741
Cars available for agriculture shipments (includes loaded and empty component)	3,845
Cars surplus/(deficit) plan	104
Cars loaded	1,536
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,599
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,788
Cars surplus/(deficit) plan during previous week	189
Cars loaded	1,934
Difference in cars calculated for assignment to agricultural grain shipments from previous week	57

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	4.6	4.4
Northern Appalachia	8.9	8.3
Central Appalachia	10.7	7.6
Southern Appalachia	0.3	0.1