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November 25, 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 25, 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

Enclosure

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

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	11/14/2015
			Date Week Ended:	11/20/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.0
Grain unit	19.1
Coal unit	18.6
Automotive unit	22.8
Crude oil unit	18.9
Ethanol unit	19.2
Manifest	22.3
All Other	17.3

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	22.7

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	23.4
BELLEVUE	28.2
BIRMINGHAM	29.9
CHATTANOOGA	25.5
CONWAY	31.3
DECATUR	20.3
ELKHART	28.4
KNOXVILLE	36.5
LINWOOD	25.2
MACON	25.8

3. Total Cars On Line by Car Type for the Reporting Week	
Box	14,939
Covered hopper	46,383
Gondola	17,116
Intermodal	9,291
Multilevel (automotive)	11,019
Open hopper	40,907
Tank	37,517
Other	10,383
Total	187,554

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	43.72
Coal	8.24
Automotive	
Crude Oil	
Ethanol	38.98
All Other Unit Trains	25.78

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	6	0	0	4	19	Other-Transportation	29
Grain unit	10	0	0	0	6	Other-Transportation	16
Coal unit	39	0	0	0	20	Other-Transportation	59
Automotive unit	5	0	0	0	18	Other-Transportation	23
Crude oil unit	17	0	0	0	0	Other-Transportation	17
Ethanol unit	6	0	0	0	3	Other-Transportation	9
Other unit	2	2	0	0	6	Other-Transportation	10
All other trains	18	0	2	8	110	Other-Transportation	138
Total	103	2	2	12	182		301

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	5	1	86	0
Grain	252	2	926	8
Coal	673	6	2,452	6
Crude Oil	17	34	29	20
Ethanol	37	23	372	241
Automotive	7	2	371	7
All Other	972	505	5,975	1,520

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			Date Week Ended:	11/20/2015

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	2	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	10	n/a	n/a
FL		n/a	n/a
GA	14	n/a	n/a
ID	333	n/a	n/a
IL		n/a	n/a
IN	737	n/a	n/a
IA	372	n/a	n/a
KS		n/a	n/a
KY	2	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	549	n/a	n/a
MN		n/a	n/a
MS	99	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	65	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	11	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	23	n/a	n/a
OH	875	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	36	n/a	n/a
RI		n/a	n/a
SC	12	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	66	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>3,269</b>	<b>0</b>	<b>0</b>

**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>11/16/2015</b>
			<b>Date Week Ended:</b>	<b>11/22/2015</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>3,770</b>
Cars available for agriculture shipments (includes loaded and empty component)	<b>4,399</b>
Cars surplus/(deficit) plan	<b>629</b>
Cars loaded	<b>1,734</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>3,741</b>
Cars available for agriculture shipments during previous week (includes loaded and empty component)	<b>4,338</b>
Cars surplus/(deficit) plan during previous week	<b>597</b>
Cars loaded	<b>1,536</b>
Difference in cars calculated for assignment to agricultural grain shipments from previous week	<b>61</b>

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	11/14/2015
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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	10.9	8.4
Northern Appalachia	5.1	4.1
Central Appalachia	7.6	6.0
Southern Appalachia	0.6	0.4