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239652

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
Decemberr 02, 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 black 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:	11/21/2015
			Date Week Ended:	11/27/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.6
Grain unit	19.3
Coal unit	17.3
Automotive unit	23.0
Crude oil unit	20.7
Ethanol unit	20.8
Manifest	23.0
All Other	18.8

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	
ALLEN TOWN	23.7
BELLEVUE	26.3
BIRMINGHAM	29.3
CHATTANOOGA	25.1
CONWAY	32.5
DECATUR	19.9
ELKHART	29.4
KNOXVILLE	32.9
LINWOOD	25.3
MACON	28.4

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,076
Covered hopper	46,325
Gondola	17,370
Intermodal	9,176
Multilevel (automotive)	11,021
Open hopper	40,380
Tank	36,892
Other	10,325
Total	186,567

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	37.35
Coal	9.11
Automotive	
Crude Oil	
Ethanol	12.8
All Other Unit Trains	25.33

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	1	0	0	1	15	Other-Transportation	17
Grain unit	8	0	0	0	7	Other-Transportation	15
Coal unit	40	0	1	0	19	Other-Transportation	60
Automotive unit	4	1	0	0	13	Other-Transportation	18
Crude oil unit	19	0	0	0	0	Other-Transportation	19
Ethanol unit	4	0	0	0	2	Other-Transportation	6
Other unit	5	0	0	2	8	Other-Transportation	15
All other trains	21	1	4	4	111	Other-Transportation	141
Total	102	2	5	7	175		291

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	2	0	147	0
Grain	352	0	745	18
Coal	1,122	7	1,988	4
Crude Oil	16	8	23	11
Ethanol	29	23	220	351
Automotive	6	2	554	13
All Other	801	569	6,432	1,430

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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		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	4	n/a	n/a
FL		n/a	n/a
GA	10	n/a	n/a
ID	140	n/a	n/a
IL		n/a	n/a
IN	867	n/a	n/a
IA	291	n/a	n/a
KS		n/a	n/a
KY	12	n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD	17	n/a	n/a
MA		n/a	n/a
MI	418	n/a	n/a
MN		n/a	n/a
MS	62	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	141	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	2	n/a	n/a
OH	425	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	17	n/a	n/a
RI		n/a	n/a
SC	6	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	5	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	2,419	0	0

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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)	3,813
Cars available for agriculture shipments (includes loaded and empty component)	4,203
Cars surplus/(deficit) plan	390
Cars loaded	1,549
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,770
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,399
Cars surplus/(deficit) plan during previous week	629
Cars loaded	1,735
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(196)

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	3.9	3.9
Northern Appalachia	6.4	4.9
Central Appalachia	5.7	6.3
Southern Appalachia	0.3	0.1