



Norfolk Southern Railway Company  
Law Department  
Three Commercial Place  
Norfolk, Virginia 23510-2191

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ENTERED  
Office of Proceedings  
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Part of  
Public Record

**David L. Coleman**  
**General Solicitor**

Phone (757) 629-2806  
Fax (757) 533-4872  
Email: David.Coleman@nscorp.com

December 23, 2015

**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

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 printed 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>12/12/2015</b>
			<b>Date Week Ended:</b>	<b>12/18/2015</b>

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	30.4
Grain unit	20.5
Coal unit	19.9
Automotive unit	23.0
Crude oil unit	21.1
Ethanol unit	19.8
Manifest	23.0
All Other	18.1

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	22.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	23.5
BELLEVUE	29.1
BIRMINGHAM	25.7
CHATTANOOGA	25.7
CONWAY	30.4
DECATUR	20.1
ELKHART	30.5
KNOXVILLE	33.0
LINWOOD	24.2
MACON	26.5

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,145
Covered hopper	46,803
Gondola	17,889
Intermodal	9,624
Multilevel (automotive)	10,957
Open hopper	40,192
Tank	36,973
Other	10,562
Total	188,146

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	43.77
Coal	8.71
Automotive	
Crude Oil	
Ethanol	17.41
All Other Unit Trains	22.71

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	1	0	5	0	13	Other-Transportation	19
Grain unit	5	0	0	0	5	Other-Transportation	10
Coal unit	36	1	0	0	14	Other-Transportation	51
Automotive unit	3	0	0	0	10	Other-Transportation	13
Crude oil unit	14	1	0	0	1	Other-Transportation	16
Ethanol unit	7	0	0	0	3	Other-Transportation	10
Other unit	2	0	0	0	2	Other-Transportation	4
All other trains	16	1	7	5	81	Other-Transportation	110
Total	84	3	12	5	129		233

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	11	0	27	0
Grain	182	3	442	2
Coal	688	7	156	3
Crude Oil	5	2	3	4
Ethanol	42	10	177	23
Automotive	30	1	51	0
All Other	696	336	1,188	430

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			Date Week Ended:	12/18/2015

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		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	101	n/a	n/a
GA	263	n/a	n/a
ID		n/a	n/a
IL	1,260	n/a	n/a
IN	528	n/a	n/a
IA		n/a	n/a
KS	10	n/a	n/a
KY		n/a	n/a
LA		n/a	n/a
ME	15	n/a	n/a
MD		n/a	n/a
MA	274	n/a	n/a
MI		n/a	n/a
MN	113	n/a	n/a
MS		n/a	n/a
MO		n/a	n/a
MT	44	n/a	n/a
NE		n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ	1	n/a	n/a
NM		n/a	n/a
NY		n/a	n/a
NC	7	n/a	n/a
ND	582	n/a	n/a
OH		n/a	n/a
OK		n/a	n/a
OR	12	n/a	n/a
PA		n/a	n/a
RI	22	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	43	n/a	n/a
VT		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	3,275	n/a	n/a
Total	6,550	0	0

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<b>Railroad:</b>	<b>Year: 2015</b>	<b>Reporting Week:</b>	<b>Date Week Began:</b>	<b>12/14/2015</b>
			<b>Date Week Ended:</b>	<b>12/20/2015</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>3,341</b>
Cars available for agriculture shipments (includes loaded and empty component)	<b>3,666</b>
Cars surplus/(deficit) plan	<b>325</b>
Cars loaded	<b>1,315</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>3,528</b>
Cars available for agriculture shipments during previous week (includes loaded and empty component)	<b>3,685</b>
Cars surplus/(deficit) plan during previous week	<b>157</b>
Cars loaded	<b>1,774</b>
Difference in cars calculated for assignment to agricultural grain shipments from previous week	<b>(19)</b>

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	3.6	3.4
Northern Appalachia	7.1	5.9
Central Appalachia	9.7	8.3
Southern Appalachia	0.4	0.3