



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

David L. Coleman
General Solicitor

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

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VIA E- FILING

239806

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
December 30, 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 'David L. Coleman', written over a printed name. The signature is stylized with a large loop and a long horizontal stroke extending to the right.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	12/19/2015
			Date Week Ended:	12/25/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.7
Grain unit	16.0
Coal unit	18.2
Automotive unit	23.1
Crude oil unit	18.8
Ethanol unit	22.6
Manifest	22.8
All Other	15.0

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	30.5
BIRMINGHAM	30.3
CHATTANOOGA	25.4
CONWAY	31.8
DECATUR	22.3
ELKHART	28.6
KNOXVILLE	34.6
LINWOOD	24.8
MACON	30.4

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,011
Covered hopper	46,679
Gondola	18,048
Intermodal	9,438
Multilevel (automotive)	11,053
Open hopper	40,674
Tank	36,926
Other	10,461
Total	188,289

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	35.44
Coal	14.21
Automotive	
Crude Oil	
Ethanol	16.53
All Other Unit Trains	27.26

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	0	0	0	0	13	Other-Transportation	13
Grain unit	7	0	0	0	2	Other-Transportation	9
Coal unit	29	0	0	0	11	Other-Transportation	40
Automotive unit	3	1	0	0	14	Other-Transportation	18
Crude oil unit	12	0	0	0	1	Other-Transportation	13
Ethanol unit	5	0	0	0	2	Other-Transportation	7
Other unit	1	0	0	0	1	Other-Transportation	2
All other trains	14	0	4	2	60	Other-Transportation	80
Total	71	1	4	2	104		182

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	9	0	317	2
Grain	449	2	1,040	19
Coal	1,339	5	1,391	1
Crude Oil	14	3	14	38
Ethanol	62	14	370	461
Automotive	17	1	843	7
All Other	1,179	577	10,942	2,667

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	12/19/2015
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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	7	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	8	n/a	n/a
FL		n/a	n/a
GA	4	n/a	n/a
ID	51	n/a	n/a
IL		n/a	n/a
IN	820	n/a	n/a
IA	368	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	2	n/a	n/a
MA		n/a	n/a
MI	256	n/a	n/a
MN		n/a	n/a
MS	108	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	21	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	1	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	2	n/a	n/a
OH	346	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	21	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	25	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	2,052	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	12/21/2015
			Date Week Ended:	12/27/2015

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)	3,341
Cars available for agriculture shipments (includes loaded and empty component)	3,666
Cars surplus/(deficit) plan	325
Cars loaded	1,315
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,528
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,685
Cars surplus/(deficit) plan during previous week	157
Cars loaded	1,774
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(19)

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	12/19/2015
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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	3.0	3.1
Northern Appalachia	4.7	4.0
Central Appalachia	6.4	5.4
Southern Appalachia	0.1	0.1