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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

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,



David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/22/2014
			Date Week Ended:	11/28/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	25.8
Grain unit	17.0
Coal unit	15.5
Automotive unit	19.5
Crude oil unit	15.3
Ethanol unit	19.3
Manifest	17.8
All Other	16.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	31.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	27.9
BELLEVUE	58.7
BIRMINGHAM	47.3
CHATTANOOGA	38.6
CONWAY	43.6
DECATUR	25.8
ELKHART	45.3
KNOXVILLE	51.4
LINWOOD	31.1
MACON	38.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,220
Covered hopper	50,023
Gondola	17,265
Intermodal	9,711
Multilevel (automotive)	9,941
Open hopper	40,776
Tank	38,161
Other	10,445
Total	192,542

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	58.31
Coal	11.89
Automotive	0.0
Crude Oil	0.0
Ethanol	9.34
All Other Unit Trains	25.09

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	8	0	0	0	28	Other-Transportation	36
Grain unit	1	0	0	0	4	Other-Transportation	5
Coal unit	53	1	0	1	23	Other-Transportation	78
Automotive unit	16	0	2	0	22	Other-Transportation	40
Crude oil unit	20	0	0	0	5	Other-Transportation	25
Ethanol unit	3	0	0	0	1	Other-Transportation	4
Other unit	10	0	0	0	3	Other-Transportation	13
All other trains	81	8	1	3	187	Other-Transportation	280
Total	192	9	3	4	273		481

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	64	0	280	2
Grain	565	1	1,285	12
Coal	2,367	2	3,092	3
Crude Oil	144	123	289	30
Ethanol	15	74	230	334
Automotive	101	12	730	67
All Other	3,422	1,337	15,806	3,361

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

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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	1	n/a	n/a
AR	n/a	n/a	n/a
AZ	n/a	n/a	n/a
CA	n/a	n/a	n/a
CO	n/a	n/a	n/a
CT	n/a	n/a	n/a
DE	n/a	n/a	n/a
FL	n/a	n/a	n/a
GA	9	n/a	n/a
ID	n/a	n/a	n/a
IL	n/a	n/a	n/a
IN	682	n/a	n/a
IA	1,070	n/a	n/a
KS	n/a	n/a	n/a
KY	7	n/a	n/a
LA	n/a	n/a	n/a
ME	n/a	n/a	n/a
MD	40	n/a	n/a
MA	n/a	n/a	n/a
MI	129	n/a	n/a
MN	n/a	n/a	n/a
MS	30	n/a	n/a
MO	n/a	n/a	n/a
MT	n/a	n/a	n/a
NE	188	n/a	n/a
NV	n/a	n/a	n/a
NH	n/a	n/a	n/a
NJ	n/a	n/a	n/a
NM	1	n/a	n/a
NY	n/a	n/a	n/a
NC	n/a	n/a	n/a
ND	n/a	n/a	n/a
OH	872	n/a	n/a
OK	n/a	n/a	n/a
OR	n/a	n/a	n/a
PA	22	n/a	n/a
RI	n/a	n/a	n/a
SC	4	n/a	n/a
SD	n/a	n/a	n/a
TN	4	n/a	n/a
TX	n/a	n/a	n/a
UT	n/a	n/a	n/a
VT	14	n/a	n/a
VA	n/a	n/a	n/a
WA	n/a	n/a	n/a
WV	n/a	n/a	n/a
WI	n/a	n/a	n/a
WY	n/a	n/a	n/a
Total	3,073	0	0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/24/2014
			Date Week Ended:	11/30/2014

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)	6,407
Cars available for agriculture shipments (includes loaded and empty component)	4,603
Cars surplus/(deficit) plan	(1,804)
Cars loaded	2,032
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	6,284
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,568
Cars surplus/(deficit) plan during previous week	(1,716)
Cars loaded	2,217
Difference in cars calculated for assignment to agricultural grain shipments from previous week	35

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	6.6	5.4
Northern Appalachia	7.1	7.4
Central Appalachia	9.4	7.9
Southern Appalachia	0.0	0.0