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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
December 23, 2014
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,



David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	12/13/2014
			Date Week Ended:	12/19/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	27.4
Grain unit	15.9
Coal unit	15.8
Automotive unit	21.1
Crude oil unit	15.7
Ethanol unit	17.5
Manifest	19.6
All Other	16.2

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	28.2

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.8
BELLEVUE	48.1
BIRMINGHAM	32.2
CHATTANOOGA	36.9
CONWAY	44.4
DECATUR	28.8
ELKHART	38.6
KNOXVILLE	46.9
LINWOOD	28.6
MACON	37.1

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,679
Covered hopper	48,335
Gondola	16,709
Intermodal	9,248
Multilevel (automotive)	9,817
Open hopper	39,654
Tank	38,242
Other	10,173
Total	187,858

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	46.17
Coal	11.2
Automotive	
Crude Oil	
Ethanol	55.94
All Other Unit Trains	25

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	5	0	0	2	29	Other-Transportation	36
Grain unit	18	0	0	0	4	Other-Transportation	22
Coal unit	58	0	1	0	23	Other-Transportation	82
Automotive unit	14	0	0	1	25	Other-Transportation	40
Crude oil unit	42	0	0	0	0	Other-Transportation	42
Ethanol unit	2	0	0	0	1	Other-Transportation	3
Other unit	8	0	0	0	6	Other-Transportation	14
All other trains	40	7	1	3	162	Other-Transportation	213
Total	187	7	2	6	250		452

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	1	91
Grain	95	0	1,422	14
Coal	623	1	4,167	67
Crude Oil	5	121	1,012	147
Ethanol	1	3	432	280
Automotive	0	5	703	26
All Other	668	458	12,591	2,698

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Railroad:	Year: 2014	Reporting Week:	Date Week Began:	12/13/2014
			Date Week Ended:	12/19/2014

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	3	n/a	n/a
GA	25	n/a	n/a
IA		n/a	n/a
ID		n/a	n/a
IL	1,087	n/a	n/a
IN	1,115	n/a	n/a
KS		n/a	n/a
KY	4	n/a	n/a
LA		n/a	n/a
MA		n/a	n/a
MD	13	n/a	n/a
ME		n/a	n/a
MI	222	n/a	n/a
MN		n/a	n/a
MO	88	n/a	n/a
MS		n/a	n/a
MT		n/a	n/a
NC	167	n/a	n/a
ND		n/a	n/a
NE		n/a	n/a
NH		n/a	n/a
NJ	1	n/a	n/a
NM		n/a	n/a
NV		n/a	n/a
NY		n/a	n/a
OH	877	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	45	n/a	n/a
RI		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		n/a	n/a
VA	10	n/a	n/a
VT		n/a	n/a
WA		n/a	n/a
WI		n/a	n/a
WV		n/a	n/a
WY		n/a	n/a
Total	3,657	0	0

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Railroad:	Year: 2014	Reporting Week:	Date Week Began:	12/15/2014
			Date Week Ended:	12/21/2014

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)	6,705
Cars available for agriculture shipments (includes loaded and empty component)	4,648
Cars surplus/(deficit) plan	(2,057)
Cars loaded	2,059
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	6,261
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,633
Cars surplus/(deficit) plan during previous week	(1,628)
Cars loaded	2,296
Difference in cars calculated for assignment to agricultural grain shipments from previous week	15

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2014	Reporting Week:	Date Week Began:	12/13/2014
			Date Week Ended:	12/19/2014

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region		
Region	Loadings Plan	Loadings Average
Illinois Basin	5.1	5.1
Northern Appalachia	10.7	9.6
Central Appalachia	12.1	8.6
Southern Appalachia	0.1	0.1