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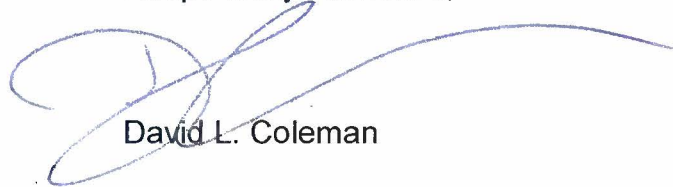
Cynthia T. Brown,
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

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: 10/25/2014	Date Week Ended: 10/31/2014
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1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	24.2
Grain unit	17.3
Coal unit	14.4
Automotive unit	19.6
Crude oil unit	13.8
Ethanol unit	16.6
Manifest	17.6
All Other	16.1

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	30.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	27.5
BELLEVUE	54.8
BIRMINGHAM	43.1
CHATTANOOGA	37.5
CONWAY	51.2
DECATUR	31.1
ELKHART	51.4
KNOXVILLE	41.7
LINWOOD	25.3
MACON	34.0

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,198.0
Covered hopper	49,315.0
Gondola	18,150.0
Intermodal	9,622.0
Multilevel (automotive)	10,209.0
Open hopper	41,194.0
Tank	38,234.0
Other	10,615.0
Total	193,537.0

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	51.23
Coal	17.18
Automotive	n/a
Crude Oil	n/a
Ethanol	7.92
All Other Unit Trains	29.91

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	10	0	0	1	47	Other-Transportation	58
Grain unit	10	1	0	1	6	Other-Transportation	18
Coal unit	54	0	0	1	25	Other-Transportation	80
Automotive unit	14	0	2	1	13	Other-Transportation	30
Crude oil unit	27	0	0	0	2	Other-Transportation	29
Ethanol unit	4	0	0	0	0	Other-Transportation	4
Other unit	11	0	0	0	0	Other-Transportation	11
All other trains	82	7	6	1	177	Other-Transportation	273
Total	212	8	8	5	270		503

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	6	0	291	0
Grain	181	0	1,038	23
Coal	1,477	2	2,453	2
Crude Oil	8	1	553	76
Ethanol	20	20	249	160
Automotive	35	7	414	46
All Other	1,430	705	12,115	2,103

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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	4	n/a	n/a
AR	0	n/a	n/a
AZ	0	n/a	n/a
CA	0	n/a	n/a
CO	0	n/a	n/a
CT	0	n/a	n/a
DE	5	n/a	n/a
FL	11	n/a	n/a
GA	7	n/a	n/a
ID	0	n/a	n/a
IL	0	n/a	n/a
IN	781	n/a	n/a
IA	1,190	n/a	n/a
KS	0	n/a	n/a
KY	3	n/a	n/a
LA	0	n/a	n/a
ME	0	n/a	n/a
MD	62	n/a	n/a
MA	0	n/a	n/a
MI	214	n/a	n/a
MN	0	n/a	n/a
MS	250	n/a	n/a
MO	0	n/a	n/a
MT	0	n/a	n/a
NE	84	n/a	n/a
NV	0	n/a	n/a
NH	0	n/a	n/a
NJ	0	n/a	n/a
NM	7	n/a	n/a
NY	0	n/a	n/a
NC	0	n/a	n/a
ND	1	n/a	n/a
OH	720	n/a	n/a
OK	0	n/a	n/a
OR	0	n/a	n/a
PA	41	n/a	n/a
RI	0	n/a	n/a
SC	7	n/a	n/a
SD	0	n/a	n/a
TN	0	n/a	n/a
TX	0	n/a	n/a
UT	0	n/a	n/a
VT	38	n/a	n/a
VA	0	n/a	n/a
WA	0	n/a	n/a
WV	0	n/a	n/a
WI	0	n/a	n/a
WY	0	n/a	n/a
Total	3,425	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)	5914
Cars available for agriculture shipments (includes loaded and empty component)	4529
Cars surplus/(deficit) plan	-1385
Cars loaded	1590
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	5679
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4482
Cars surplus/(deficit) plan during previous week	-1197
Cars loaded	1952
Difference in cars calculated for assignment to agricultural grain shipments from previous week	47

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	6.7	5.0
Northern Appalachia	11.1	8.0
Central Appalachia	10.7	9.0
Southern Appalachia	0.1	0.3