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November 26, 2014

237117

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
November 26, 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:	11/15/2014
			Date Week Ended:	11/21/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	24.6
Grain unit	16.7
Coal unit	15.3
Automotive unit	19.7
Crude oil unit	14.5
Ethanol unit	18.0
Manifest	16.7
All Other	15.4

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	31.8

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	31.1
BELLEVUE	63.3
BIRMINGHAM	52.6
CHATTANOOGA	42.4
CONWAY	41.4
DECATUR	26.3
ELKHART	48.6
KNOXVILLE	43.4
LINWOOD	28.5
MACON	41.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,245
Covered hopper	49,516
Gondola	17,333
Intermodal	9,564
Multilevel (automotive)	10,416
Open hopper	40,354
Tank	38,752
Other	10,347
Total	192,527

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	54
Coal	12.2
Automotive	
Crude Oil	
Ethanol	27.4
All Other Unit Trains	31.1

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	1	0	48	Other-Transportation	59
Grain unit	6	0	0	0	5	Other-Transportation	11
Coal unit	51	0	0	1	22	Other-Transportation	74
Automotive unit	12	1	1	0	16	Other-Transportation	30
Crude oil unit	24	0	0	0	6	Other-Transportation	30
Ethanol unit	3	0	0	0	0	Other-Transportation	3
Other unit	10	0	0	0	5	Other-Transportation	15
All other trains	83	12	2	5	183	Other-Transportation	285
Total	199	13	4	6	285		507

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	1	0	380	4
Grain	138	0	1,562	14
Coal	944	2	4,638	0
Crude Oil	1	49	778	222
Ethanol	8	4	544	456
Automotive	57	13	728	27
All Other	1,192	724	17,674	3,782

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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	5	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	10	n/a	n/a
FL	8	n/a	n/a
GA	13	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	628	n/a	n/a
IA	1,126	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	68	n/a	n/a
MA		n/a	n/a
MI	458	n/a	n/a
MN		n/a	n/a
MS	215	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	164	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		n/a	n/a
OH	973	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	41	n/a	n/a
RI		n/a	n/a
SC	3	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	21	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	3,734	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)	6,284
Cars available for agriculture shipments (includes loaded and empty component)	4,568
Cars surplus/(deficit) plan	(1,716)
Cars loaded	2,217
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	6,209
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,557
Cars surplus/(deficit) plan during previous week	(1,652)
Cars loaded	2,218
Difference in cars calculated for assignment to agricultural grain shipments from previous week	11

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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	6.3
Northern Appalachia	10.7	8.0
Central Appalachia	13.3	10.3
Southern Appalachia	0.1	0.1