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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,

A blue ink signature of David L. Coleman, consisting of a large, stylized initial 'D' followed by a long horizontal line.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/29/2014
			Date Week Ended:	12/5/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	27.7
Grain unit	17.2
Coal unit	16.6
Automotive unit	21.4
Crude oil unit	14.4
Ethanol unit	16.0
Manifest	19.9
All Other	16.41

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	29.1

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	29.4
BELLEVUE	46.4
BIRMINGHAM	42.4
CHATTANOOGA	31.0
CONWAY	34.4
DECATUR	23.3
ELKHART	38.9
KNOXVILLE	46.7
LINWOOD	27.6
MACON	31.4

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,145
Covered hopper	49,419
Gondola	17,465
Intermodal	9,697
Multilevel (automotive)	10,189
Open hopper	40,625
Tank	38,491
Other	10,415
Total	192,446

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	54.45
Coal	12.7
Automotive	
Crude Oil	
Ethanol	66.39
All Other Unit Trains	46.63

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	0	29	Other-Transportation	34
Grain unit	11	0	0	0	6	Other-Transportation	17
Coal unit	57	0	0	0	21	Other-Transportation	78
Automotive unit	13	0	0	0	16	Other-Transportation	29
Crude oil unit	30	0	0	0	3	Other-Transportation	33
Ethanol unit	2	0	0	0	3	Other-Transportation	5
Other unit	6	0	0	0	6	Other-Transportation	12
All other trains	41	4	0	3	158	Other-Transportation	206
Total	165	4	0	3	242		414

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	41	1	369	2
Grain	478	3	1,019	12
Coal	1,444	4	3,408	8
Crude Oil	7	43	726	143
Ethanol	13	19	970	279
Automotive	20	12	636	41
All Other	3,613	1,317	13,416	2,400

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Railroad:	Year: 2014	Reporting Week:	Date Week Began:	11/29/2014
			Date Week Ended:	12/5/2014

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	11	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	16	n/a	n/a
FL	6	n/a	n/a
GA	25	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	912	n/a	n/a
IA	872	n/a	n/a
KS		n/a	n/a
KY	3	n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD	50	n/a	n/a
MA		n/a	n/a
MI	290	n/a	n/a
MN		n/a	n/a
MS	136	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	182	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM		n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND		n/a	n/a
OH	807	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	33	n/a	n/a
RI		n/a	n/a
SC		n/a	n/a
SD		n/a	n/a
TN	5	n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VT	13	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	3,361	0	0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	12/1/2014
			Date Week Ended:	12/7/2014

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)	5859
Cars available for agriculture shipments (includes loaded and empty component)	4613
Cars surplus/(deficit) plan	(1246)
Cars loaded	1585
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	6407
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4603
Cars surplus/(deficit) plan during previous week	(1804)
Cars loaded	1655
Difference in cars calculated for assignment to agricultural grain shipments from previous week	70

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	6.0	5.1
Northern Appalachia	13.0	9.9
Central Appalachia	13.0	9.7
Southern Appalachia	0.1	0.0