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237255

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 17, 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,

A handwritten signature in blue ink, appearing to be 'David L. Coleman', written over a blue circular scribble. The signature is fluid and cursive.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	12/6/2014
			Date Week Ended:	12/12/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.9
Grain unit	16.0
Coal unit	16.2
Automotive unit	20.0
Crude oil unit	15.0
Ethanol unit	19.0
Manifest	19.3
All Other	17.7

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.4

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	27.7
BELLEVUE	42.6
BIRMINGHAM	33.3
CHATTANOOGA	38.3
CONWAY	36.9
DECATUR	23.8
ELKHART	34.8
KNOXVILLE	38.3
LINWOOD	28.3
MACON	31.2

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,803
Covered hopper	48,404
Gondola	16,667
Intermodal	9,591
Multilevel (automotive)	10,724
Open hopper	39,750
Tank	37,694
Other	10,261
Total	188,895

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	51.87
Coal	15.64
Automotive	
Crude Oil	
Ethanol	31.71
All Other Unit Trains	25.51

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	11	0	2	0	32	Other-Transportation	45
Grain unit	10	0	0	0	5	Other-Transportation	15
Coal unit	59	0	1	0	22	Other-Transportation	82
Automotive unit	17	0	0	2	16	Other-Transportation	35
Crude oil unit	24	0	0	0	1	Other-Transportation	25
Ethanol unit	4	0	0	0	0	Other-Transportation	4
Other unit	5	0	0	0	3	Other-Transportation	8
All other trains	59	3	3	4	149	Other-Transportation	218
Total	189	3	6	6	228		432

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	13	0	132	7
Grain	84	0	1,155	15
Coal	700	2	3,523	1
Crude Oil	4	121	861	51
Ethanol	3	3	232	137
Automotive	5	7	584	56
All Other	921	427	11,517	2,612

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Railroad:	Year: 2014	Reporting Week:	Date Week Began: 12/6/2014
			Date Week Ended: 12/12/2014

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	3	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	24	n/a	n/a
ID	65	n/a	n/a
IL		n/a	n/a
IN	1,557	n/a	n/a
IA	1,003	n/a	n/a
KS		n/a	n/a
KY	6	n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD	39	n/a	n/a
MA		n/a	n/a
MI	413	n/a	n/a
MN		n/a	n/a
MS	103	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	230	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	1	n/a	n/a
OH	630	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	29	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
VT		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	4,106	0	0

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Railroad:	Year: 2014	Reporting Week:	Date Week Began:	12/8/2014
			Date Week Ended:	12/14/2014

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)	6,261
Cars available for agriculture shipments (includes loaded and empty component)	4,633
Cars surplus/(deficit) plan	(1,628)
Cars loaded	2,296
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	5,859
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,613
Cars surplus/(deficit) plan during previous week	(1,246)
Cars loaded	1,585
Difference in cars calculated for assignment to agricultural grain shipments from previous week	20

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	5.3
Northern Appalachia	8.6	8.1
Central Appalachia	13.3	11.6
Southern Appalachia	0.0	0.1