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ENTERED
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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 handwritten signature in blue ink, appearing to be "D.L. Coleman", written over a horizontal line.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2014	Reporting Week:	Date Week Began:	12/27/2014
			Date Week Ended:	1/2/2014

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	27.5
Grain unit	19.4
Coal unit	16.5
Automotive unit	21.7
Crude oil unit	14.8
Ethanol unit	20.2
Manifest	21.0
All Other	19.0

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	33.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	28.5
BELLEVUE	49.8
BIRMINGHAM	43.2
CHATTANOOGA	32.3
CONWAY	61.1
DECATUR	23.8
ELKHART	48.2
KNOXVILLE	45.5
LINWOOD	29.1
MACON	45.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,212
Covered hopper	48,589
Gondola	16,569
Intermodal	9,469
Multilevel (automotive)	11,664
Open hopper	39,606
Tank	39,542
Other	9,969
Total	191,621

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	60.49
Coal	14.75
Automotive	
Crude Oil	
Ethanol	60.72
All Other Unit Trains	57.79

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	9	0	0	0	27	Other-Transportation	36
Grain unit	15	0	0	0	4	Other-Transportation	19
Coal unit	65	0	0	1	20	Other-Transportation	86
Automotive unit	20	0	1	0	22	Other-Transportation	43
Crude oil unit	31	0	0	0	4	Other-Transportation	35
Ethanol unit	6	0	0	0	2	Other-Transportation	8
Other unit	6	0	0	0	0	Other-Transportation	6
All other trains	66	0	1	7	175	Other-Transportation	249
Total	218	0	2	8	254		482

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	50	3	343	2
Grain	493	3	1,198	20
Coal	1,568	4	2,648	3
Crude Oil	143	19	1,280	351
Ethanol	42	41	464	421
Automotive	151	9	772	18
All Other	3,585	994	16,512	3,492

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			Date Week Ended:	1/2/2014

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	7	n/a	n/a
FL		n/a	n/a
GA	26	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	1,272	n/a	n/a
IA	847	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	5	n/a	n/a
MA		n/a	n/a
MI	191	n/a	n/a
MN		n/a	n/a
MS	110	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	141	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	521	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	18	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	20	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	3,161	0	0

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Railroad:	Year: 2014	Reporting Week:	Date Week Began:	12/29/2014
			Date Week Ended:	1/4/2015

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)	6,175
Cars available for agriculture shipments (includes loaded and empty component)	4,660
Cars surplus/(deficit) plan	(1,515)
Cars loaded	2,065
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	6,705
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,648
Cars surplus/(deficit) plan during previous week	(2,057)
Cars loaded	2,296
Difference in cars calculated for assignment to agricultural grain shipments from previous week	12

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	4.7
Northern Appalachia	8.7	7.1
Central Appalachia	9.7	9.6
Southern Appalachia	0.1	0.0