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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. Coleman', with a long horizontal flourish extending to the right.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/10/2015
			Date Week Ended:	1/16/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	27.1
Grain unit	17.6
Coal unit	16.1
Automotive unit	22.4
Crude oil unit	14.6
Ethanol unit	16.9
Manifest	19.2
All Other	17.4

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	28.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.7
BELLEVUE	48.9
BIRMINGHAM	34.1
CHATTANOOGA	28.1
CONWAY	43.3
DECATUR	23.0
ELKHART	50.2
KNOXVILLE	32.1
LINWOOD	30.7
MACON	34.7

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,449
Covered hopper	48,489
Gondola	16,508
Intermodal	9,111
Multilevel (automotive)	11,725
Open hopper	39,100
Tank	39,364
Other	9,797
Total	190,542

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	65.24
Coal	9.37
Automotive	
Crude Oil	
Ethanol	59.7
All Other Unit Trains	36.49

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	1	0	25	Other-Transportation	31
Grain unit	10	0	0	0	4	Other-Transportation	14
Coal unit	52	0	0	0	15	Other-Transportation	67
Automotive unit	10	0	2	0	12	Other-Transportation	24
Crude oil unit	31	0	0	0	1	Other-Transportation	32
Ethanol unit	7	0	0	0	0	Other-Transportation	7
Other unit	8	0	0	0	1	Other-Transportation	9
All other trains	57	10	6	8	147	Other-Transportation	228
Total	180	10	9	8	205		412

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	28	0	168	2
Grain	379	0	875	15
Coal	1,352	3	1,524	0
Crude Oil	373	6	1,136	97
Ethanol	20	10	301	337
Automotive	72	22	451	65
All Other	2,626	630	11,131	2,323

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/10/2015
			Date Week Ended:	1/16/2015

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	10	n/a	n/a
FL	1	n/a	n/a
GA	30	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	1,105	n/a	n/a
IA	1,064	n/a	n/a
KS		n/a	n/a
KY	4	n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD	3	n/a	n/a
MA		n/a	n/a
MI	435	n/a	n/a
MN		n/a	n/a
MS	165	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	208	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	15	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	2	n/a	n/a
OH	557	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	31	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	22	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	3,655	0	0

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/12/2015
			Date Week Ended:	1/18/2015

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)	5,511
Cars available for agriculture shipments (includes loaded and empty component)	4,639
Cars surplus/(deficit) plan	(872)
Cars loaded	1,965
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	5,689
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,638
Cars surplus/(deficit) plan during previous week	(1,051)
Cars loaded	1,071
Difference in cars calculated for assignment to agricultural grain shipments from previous week	1

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/10/2015
			Date Week Ended:	1/16/2015

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region		
Region	Loadings Plan	Loadings Average
Illinois Basin	5.9	5.4
Northern Appalachia	9.4	7.9
Central Appalachia	9.1	7.9
Southern Appalachia	0.0	0.0