



Norfolk Southern Railway Company
Law Department
Three Commercial Place
Norfolk, Virginia 23510-2191

David L. Coleman
General Attorney

237631

Phone (757) 629-2806
Fax (757) 533-4872
Email: David.Coleman@nscorp.com

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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 'David L. Coleman', with a long horizontal line extending to the right.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/17/2015
			Date Week Ended:	1/23/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	27.4
Grain unit	18.3
Coal unit	17.3
Automotive unit	20.9
Crude oil unit	13.8
Ethanol unit	17.1
Manifest	19.1
All Other	17.4

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	27.9

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.3
BELLEVUE	49.0
BIRMINGHAM	38.3
CHATTANOOGA	37.0
CONWAY	42.5
DECATUR	23.2
ELKHART	42.9
KNOXVILLE	32.5
LINWOOD	29.9
MACON	32.2

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,229
Covered hopper	48,460
Gondola	16,849
Intermodal	8,885
Multilevel (automotive)	11,274
Open hopper	38,902
Tank	39,683
Other	9,955
Total	190,237

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	60.19
Coal	8.1
Automotive	
Crude Oil	
Ethanol	22.64
All Other Unit Trains	37.66

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	7	0	0	1	26	Other-Transportation	34
Grain unit	10	0	0	0	2	Other-Transportation	12
Coal unit	58	0	0	1	21	Other-Transportation	80
Automotive unit	11	0	0	0	26	Other-Transportation	37
Crude oil unit	22	0	0	0	2	Other-Transportation	24
Ethanol unit	1	0	0	0	4	Other-Transportation	5
Other unit	4	0	0	0	6	Other-Transportation	10
All other trains	46	6	7	2	152	Other-Transportation	213
Total	159	6	7	4	239		415

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	212	0
Grain	206	0	1,763	34
Coal	651	3	2,230	6
Crude Oil	127	1	1,124	233
Ethanol	1	6	337	325
Automotive	21	6	566	34
All Other	923	374	12,969	2,615

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/17/2015
			Date Week Ended:	1/23/2015

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		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	3	n/a	n/a
FL		n/a	n/a
GA	8	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	1,258	n/a	n/a
IA	807	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	2	n/a	n/a
MA		n/a	n/a
MI	296	n/a	n/a
MN		n/a	n/a
MS	182	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	176	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	573	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	25	n/a	n/a
RI		n/a	n/a
SC	7	n/a	n/a
SD		n/a	n/a
TN	1	n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VT	23	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

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/19/2015
			Date Week Ended:	1/25/2015

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)	5,033
Cars available for agriculture shipments (includes loaded and empty component)	4,653
Cars surplus/(deficit) plan	(380)
Cars loaded	1,543
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	5,511
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,639
Cars surplus/(deficit) plan during previous week	(872)
Cars loaded	1,965
Difference in cars calculated for assignment to agricultural grain shipments from previous week	14

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	5.6
Northern Appalachia	10.0	8.6
Central Appalachia	8.0	8.4
Southern Appalachia	0.0	0.0