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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', written over a long horizontal line that extends across the page.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/24/2015
			Date Week Ended:	1/30/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.7
Grain unit	18.2
Coal unit	16.3
Automotive unit	21.4
Crude oil unit	15.5
Ethanol unit	20.2
Manifest	18.7
All Other	19.1

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	26.9
BELLEVUE	49.8
BIRMINGHAM	37.8
CHATTANOOGA	34.9
CONWAY	41.5
DECATUR	24.1
ELKHART	44.4
KNOXVILLE	33.2
LINWOOD	24.6
MACON	38.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,899
Covered hopper	48,275
Gondola	16,968
Intermodal	9,080
Multilevel (automotive)	10,848
Open hopper	38,957
Tank	39,229
Other	10,179
Total	189,435

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	65.34
Coal	9.28
Automotive	
Crude Oil	
Ethanol	26.92
All Other Unit Trains	29.61

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	8	0	2	2	24	Other-Transportation	36
Grain unit	8	1	0	0	6	Other-Transportation	15
Coal unit	40	2	1	0	21	Other-Transportation	64
Automotive unit	19	0	1	1	17	Other-Transportation	38
Crude oil unit	25	0	0	0	5	Other-Transportation	30
Ethanol unit	5	0	0	0	4	Other-Transportation	9
Other unit	4	0	0	0	2	Other-Transportation	6
All other trains	67	4	8	3	172	Other-Transportation	254
Total	176	7	12	6	251		452

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	4	0	228	1
Grain	200	2	1,112	40
Coal	519	3	1,854	2
Crude Oil	134	2	908	321
Ethanol	5	1	467	222
Automotive	4	5	606	85
All Other	969	358	12,851	2,656

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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	12	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	1,156	n/a	n/a
IA	815	n/a	n/a
KS		n/a	n/a
KY	11	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	430	n/a	n/a
MN		n/a	n/a
MS	60	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	84	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	1	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND		n/a	n/a
OH	382	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	15	n/a	n/a
RI		n/a	n/a
SC		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	5	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	2,977	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/26/2015
			Date Week Ended:	2/1/2015

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)	4,301
Cars available for agriculture shipments (includes loaded and empty component)	4,353
Cars surplus/(deficit) plan	52
Cars loaded	2,009
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	5,033
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,653
Cars surplus/(deficit) plan during previous week	(380)
Cars loaded	1,543
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(300)

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	7.5	5.7
Northern Appalachia	8.6	8.1
Central Appalachia	8.7	8.6
Southern Appalachia	0.0	0.1