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Norfolk Southern Railway Company  
Law Department  
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Norfolk, Virginia 23510-2191

ENTERED  
Office of Proceedings  
March 4, 2015  
Part of  
Public Record

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March 4, 2015

**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 read 'David L. Coleman', with a long horizontal flourish extending to the right.

David L. Coleman

Enclosure

**EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION**

<b>Railroad:</b>	<b>Year: 2015</b>	<b>Reporting Week:</b>	<b>Date Week Began:</b>	<b>2/21/2015</b>
			<b>Date Week Ended:</b>	<b>2/27/2015</b>

<b>1. System-Average Train Speed by Train Type for the Reporting Week (MPH)</b>	
Intermodal	26.2
Grain unit	16.8
Coal unit	15.7
Automotive unit	19.9
Crude oil unit	14.7
Ethanol unit	18.9
Manifest	18.5
All Other	16.1

<b>2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains</b>	
System Average	31.1

<b>2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity</b>	
ALLENTOWN	27.8
BELLEVUE	48.3
BIRMINGHAM	30.5
CHATTANOOGA	43.7
CONWAY	61.5
DECATUR	26.0
ELKHART	47.3
KNOXVILLE	34.4
LINWOOD	26.2
MACON	36.3

<b>3. Total Cars On Line by Car Type for the Reporting Week</b>	
Box	15,847
Covered hopper	48,620
Gondola	16,962
Intermodal	9,350
Multilevel (automotive)	10,644
Open hopper	38,455
Tank	39,482
Other	10,434
Total	189,793

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	84.22
Coal	13.64
Automotive	
Crude Oil	
Ethanol	67.99
All Other Unit Trains	24.15

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	12	1	2	0	39	Other-Transportation	54
Grain unit	13	0	0	0	5	Other-Transportation	18
Coal unit	44	0	0	3	22	Other-Transportation	69
Automotive unit	19	1	0	0	15	Other-Transportation	35
Crude oil unit	24	0	0	0	4	Other-Transportation	28
Ethanol unit	5	0	0	0	2	Other-Transportation	7
Other unit	11	0	0	0	4	Other-Transportation	15
All other trains	76	5	5	2	152	Other-Transportation	240
Total	204	7	7	5	243		466

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	2	0	239	0
Grain	259	0	1,770	18
Coal	624	0	2,472	2
Crude Oil	50	75	1,642	262
Ethanol	0	2	782	344
Automotive	73	8	1,069	11
All Other	1,505	673	15,803	3,238

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	2/21/2015
			Date Week Ended:	2/27/2015

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	4	n/a	n/a
FL		n/a	n/a
GA	25	n/a	n/a
ID	61	n/a	n/a
IL		n/a	n/a
IN	962	n/a	n/a
IA	698	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	2	n/a	n/a
MA		n/a	n/a
MI	210	n/a	n/a
MN		n/a	n/a
MS	106	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	119	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	318	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	33	n/a	n/a
RI		n/a	n/a
SC	4	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
<b>Total</b>	<b>2,546</b>	<b>0</b>	<b>0</b>

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	2/23/2015
			Date Week Ended:	3/1/2015

**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)	4,130
Cars available for agriculture shipments (includes loaded and empty component)	4,003
Cars surplus/(deficit) plan	(127)
Cars loaded	1,275
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	4,137
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,030
Cars surplus/(deficit) plan during previous week	(107)
Cars loaded	1,507
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(27)

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	7.7	5.4
Northern Appalachia	10.6	7.7
Central Appalachia	7.3	5.0
Southern Appalachia	0.0	0.0