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**VIA E- FILING**

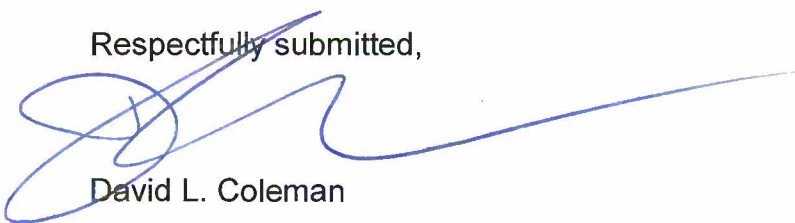
Cynthia T. Brown,  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423-0001

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,



David L. Coleman

Enclosure

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

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	3/14/2015
			Date Week Ended:	3/20/2015

**1. System-Average Train Speed by Train Type for the Reporting Week (MPH)**

Intermodal	26.4
Grain unit	16.4
Coal unit	16.0
Automotive unit	20.4
Crude oil unit	16.9
Ethanol unit	18.0
Manifest	19.0
All Other	15.5

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

System Average	28.5
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**2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity**

ALLEN TOWN	28.1
BELLEVUE	42.6
BIRMINGHAM	39.0
CHATTANOOGA	40.6
CONWAY	53.5
DECATUR	29.2
ELKHART	44.5
KNOXVILLE	39.3
LINWOOD	25.8
MACON	34.4

**3. Total Cars On Line by Car Type for the Reporting Week**

Box	16,154
Covered hopper	48,872
Gondola	17,142
Intermodal	9,517
Multilevel (automotive)	10,246
Open hopper	38,675
Tank	38,915
Other	10,119
Total	189,640

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	54.11
Coal	11.57
Automotive	
Crude Oil	
Ethanol	74.91
All Other Unit Trains	21.35

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	18	0	0	0	37	Other-Transportation	55
Grain unit	18	0	0	0	7	Other-Transportation	25
Coal unit	59	0	0	0	29	Other-Transportation	88
Automotive unit	12	0	0	1	25	Other-Transportation	38
Crude oil unit	19	0	0	0	4	Other-Transportation	23
Ethanol unit	7	0	0	0	0	Other-Transportation	7
Other unit	10	0	0	0	5	Other-Transportation	15
All other trains	72	8	4	3	148	Other-Transportation	235
Total	215	8	4	4	255		486

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	26	1	225	0
Grain	223	3	1,080	17
Coal	1,013	1	3,147	0
Crude Oil	141	2	442	207
Ethanol	73	23	778	407
Automotive	41	5	715	66
All Other	2,169	722	12,595	2,645

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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	6	n/a	n/a
FL		n/a	n/a
GA	3	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	974	n/a	n/a
IA	915	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	4	n/a	n/a
MA		n/a	n/a
MI	300	n/a	n/a
MN		n/a	n/a
MS	206	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	126	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	19	n/a	n/a
OH	367	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	22	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	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	2,950	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	3/16/2015
			Date Week Ended:	3/22/2015

### 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)	4,132
Cars available for agriculture shipments (includes loaded and empty component)	4,080
Cars surplus/(deficit) plan	(52)
Cars loaded	1,420
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,996
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,086
Cars surplus/(deficit) plan during previous week	90
Cars loaded	1,880
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(6)

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	6.3	5.6
Northern Appalachia	8.0	8.3
Central Appalachia	10.1	8.4
Southern Appalachia	0.0	0.0