



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

**David L. Coleman**  
**General Attorney**

238104

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 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**

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	3/21/2015
			Date Week Ended:	3/27/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.8
Grain unit	17.5
Coal unit	16.3
Automotive unit	20.9
Crude oil unit	18.0
Ethanol unit	18.0
Manifest	19.2
All Other	18.5

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	27.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	29.6
BELLEVUE	44.6
BIRMINGHAM	34.8
CHATTANOOGA	39.0
CONWAY	49.3
DECATUR	26.1
ELKHART	45.3
KNOXVILLE	42.6
LINWOOD	23.8
MACON	30.4

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,141
Covered hopper	48,539
Gondola	16,871
Intermodal	9,630
Multilevel (automotive)	9,801
Open hopper	38,377
Tank	39,421
Other	10,240
Total	189,019

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	43.26
Coal	13.3
Automotive	
Crude Oil	
Ethanol	77.1
All Other Unit Trains	33.82

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	11	0	0	0	29	Other-Transportation	40
Grain unit	14	1	0	0	4	Other-Transportation	19
Coal unit	75	0	0	3	22	Other-Transportation	100
Automotive unit	21	1	1	0	17	Other-Transportation	40
Crude oil unit	17	0	0	0	0	Other-Transportation	17
Ethanol unit	9	0	0	0	0	Other-Transportation	9
Other unit	6	0	0	0	4	Other-Transportation	10
All other trains	75	7	6	3	149	Other-Transportation	240
Total	228	9	7	6	225		475

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	10	0	169	0
Grain	132	1	1,480	11
Coal	715	3	2,004	1
Crude Oil	83	1	648	150
Ethanol	122	3	967	144
Automotive	13	5	564	23
All Other	1,412	725	12,724	2,741

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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	15	n/a	n/a
FL		n/a	n/a
GA	44	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	1,069	n/a	n/a
IA	958	n/a	n/a
KS		n/a	n/a
KY	1	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	511	n/a	n/a
MN		n/a	n/a
MS	153	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	140	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM	12	n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	1	n/a	n/a
OH	736	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	9	n/a	n/a
RI		n/a	n/a
SC	3	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>3,654</b>	<b>0</b>	<b>0</b>

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	3/23/2015
			Date Week Ended:	3/29/2015

**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)	3,895
Cars available for agriculture shipments (includes loaded and empty component)	4,083
Cars surplus/(deficit) plan	188
Cars loaded	1,852
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	4,132
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,080
Cars surplus/(deficit) plan during previous week	(52)
Cars loaded	1,420
Difference in cars calculated for assignment to agricultural grain shipments from previous week	3

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	7.6	4.9
Northern Appalachia	9.3	10.3
Central Appalachia	10.6	9.3
Southern Appalachia	0.0	0.0