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April 29, 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,
David L. Coleman

Enclosure

NORFOLK SOUTHERN RAILWAY COMPANY

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/18/201
	Year: 2015	Reporting week:	Date Week Ended:	4/24/201
1. System-Average Train Spee Reporting Wee				
Intermodal	26.5			
Grain unit	17.5			
Coal unit	15.8			
Automotive unit	21.3			
Crude oil unit	16.9			
Ethanol unit	17.9			
Manifest	19.4			
All Other	15.3			
2. Weekly Average Terminal D				
2. Weekly Average Terminal D Hours Excluding Cars on F				
2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D Hours for 10 Largest Termina	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar			
2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar			
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2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D Hours for 10 Largest Termin Capacit ALLENTOWN BELLEVUE	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar Y 28.4 38.9			
2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D Hours for 10 Largest Termin Capacit	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar Y 28.4			
2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D Hours for 10 Largest Termin Capacit ALLENTOWN BELLEVUE	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar Y 28.4 38.9			
2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D Hours for 10 Largest Termina Capacit ALLENTOWN BELLEVUE BIRMINGHAM	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar Y 28.4 38.9 35.3			
2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D Hours for 10 Largest Termina Capacit ALLENTOWN BELLEVUE BIRMINGHAM CHATTANOOGA	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar Y 28.4 38.9 35.3 37.8			
2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D Hours for 10 Largest Termina Capacit ALLENTOWN BELLEVUE BIRMINGHAM CHATTANOOGA CONWAY	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar 29 28.4 38.9 35.3 37.8 31.1			
2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D Hours for 10 Largest Termina Capacit ALLENTOWN BELLEVUE BIRMINGHAM CHATTANOOGA CONWAY DECATUR	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar 29 28.4 38.9 35.3 37.8 31.1 24.7			
2. Weekly Average Terminal D Hours Excluding Cars on F System Average 2. Weekly Average Terminal D Hours for 10 Largest Termina Capacit ALLENTOWN BELLEVUE BIRMINGHAM CHATTANOOGA CONWAY DECATUR ELKHART	Run Through Trains 26.3 Dwell Time Measured in als In Terms Of Railcar 29 28.4 38.9 35.3 37.8 31.1 24.7 33.8			

16,917

9,035

10,716

38,880

39,232

10,152

189,531

Gondola Intermodal

Tank

Other

Total

Open hopper

Multilevel (automotive)

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours			
Grain	42.52		
Coal	6.84		
Automotive			
Crude Oil			
Ethanol	48.58		
All Other Unit Trains	28.16		

5. Weekly Total Number of Trains Held Short of Destination or Scheduled Interchange for Longer than 6 Hours by Train Type and Cause

	Cause						
Train Type	Crew	Constant in the second	Too do no do to to to to	Track maintenance Mechanical Issue	Other		Tatal
	Crew	Locomotive power	Track maintenance		Number	Briefly Explain Cause	Total
Intermodal	12	0	0	1	33	Other-Transportation	46
Grain unit	12	0	0	0	5	Other-Transportation	17
Coal unit	67	0	0	0	21	Other-Transportation	88
Automotive unit	24	0	0	0	24	Other-Transportation	48
Crude oil unit	26	0	0	0	2	Other-Transportation	28
Ethanol unit	7	0	0	0	2	Other-Transportation	9
Other unit	12	0	1	1	3	Other-Transportation	17
All other trains	77	2	5	2	133	Other-Transportation	219
Total	237	2	6	4	223		472

6. Weekly Total Number of Loaded and Empty Cars in Revenue Service That Have Not Moved In:						
	Greater Tha	n 120 Hours		8 but Less than 120 Hours		
	Loaded	Empty	Loaded	Empty		
Intermodal	19	0	223	2		
Grain	100	3	1,252	21		
Coal	949	1	2,512	4		
Crude Oil	81	2	768	29		
Ethanol	12	8	259	108		
Automotive	4	5	494	18		
All Other	1,164	658	10,523	2,510		

NORFOLK SOUTHERN RAILWAY COMPANY

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/18/2015
Kalli bau.	fear: 2015	Reporting week:	Date Week Ended:	4/24/2015

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) versus total cars loaded and billed in shuttle service (or dedicated train service) versus total cars loaded and billed in other ordering systems, including private cars.

Instruction: Please enter "0" if no data is being reported for a field.

ALn/an/aAZ0/a0/a0/aAZ0/a0/a0/aCO0/a0/a0/aCO0/a0/a0/aCO0/a0/a0/aCT0/a0/a0/aBE80/a0/aCO0/a0/a0/aCO0/a0/a0/aCT0/a0/a0/aCT0/a0/a0/aCO0/a0/a </th <th>or All Ordering Sys</th> <th>State Total Grain Cars Loaded an</th> <th>Total Grain Cars Loaded and Billed For Shuttle / Dedicated Train Service Ordering Systems</th> <th>Total Grain Cars Loaded and Billed For Ordering Systems Other Than Shuttle / Dedicated Train Service</th>	or All Ordering Sys	State Total Grain Cars Loaded an	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
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CO n/a n/a CT 0/a n/a DE 8 0/a R 0/a n/a GA 26 n/a n/a GA 26 n/a n/a IL 0/a n/a n/a IL 0/a n/a n/a IL 0/a n/a n/a IA 1,212 0/a n/a IA 1,217 0/a n/a KS 0 n/a n/a KY 0/a n/a n/a MB 0 n/a n/a MD 4 n/a n/a MD 4 n/a n/a MM 164 n/a n/a <				
CT Infa Infa DE 8 Infa Infa RL 1 Infa Infa GA 26 Infa Infa ID 1 Infa Infa ID 1 Infa Infa IN 1.121 Infa Infa IN 1.121 Infa Infa IA 1.317 Infa Infa IA 1.121 Infa Infa IA Infa Infa			n/a	n/a
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Vit i//d i//d Total 3,511 0 0				

NORFOLK SOUTHERN RAILWAY COMPANY

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/20/2015	
			Date Week Ended:	4/26/2015	
8. Alternative NS Grain Data (So	ee Description of Methodology)				
NS's calculation of the number of	of cars needed -to meet agriculture gr	ain shipment demand (includes lo	aded and empty component)		3,876
Cars available for agriculture sh	ipments (includes loaded and empty c	omponent)			4,105
Cars surplus/(deficit) plan					229
Cars loaded					1,453
NS's calculation of the number	of cars needed-to meet agriculture gra	in shipment demand the previou	s week (includes loaded and empty compo	onent)	3,718
Cars available for agriculture sh	ipments during previous week (include	es loaded and empty component)			4,145
Cars surplus/(deficit) plan durin	g previous week				427
Cars loaded					1,453
Difference in cars calculated for	assignment to agricultural grain shipr	nents from previous week			(40)

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Deilneed		Describes March	Date Week Began:	4/18/201
Railroad:	Year: 2015	Reporting Week:	Date Week Ended:	4/24/201
10. Average Daily Coal Unit	t Train Loadings vs. Plan for the Rep	porting Week By Coal Product	tion	
	Region			
Region	Loadings Plan	Loadings Average		
Illinois Basin	7.3	5.3		
Northern Appalachia	9.4	9.4		
Central Appalachia	8.7	8.1		
Southern Appalachia	0.0	0.0		