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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 'David L. Coleman', written over a horizontal line.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/31/2015
			Date Week Ended:	2/6/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.3
Grain unit	18.3
Coal unit	16.4
Automotive unit	20.9
Crude oil unit	16.9
Ethanol unit	19.9
Manifest	18.2
All Other	15.0

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	30.1

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	27.7
BELLEVUE	54.0
BIRMINGHAM	40.6
CHATTANOOGA	37.0
CONWAY	53.4
DECATUR	27.4
ELKHART	49.1
KNOXVILLE	33.3
LINWOOD	25.2
MACON	43.9

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,175
Covered hopper	48,353
Gondola	16,601
Intermodal	9,162
Multilevel (automotive)	11,535
Open hopper	39,080
Tank	39,145
Other	9,914
Total	189,967

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	56.84
Coal	8.58
Automotive	
Crude Oil	
Ethanol	2.12
All Other Unit Trains	38.21

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	3	1	40	Other-Transportation	55
Grain unit	12	0	0	1	4	Other-Transportation	17
Coal unit	51	0	0	1	13	Other-Transportation	65
Automotive unit	14	1	2	0	24	Other-Transportation	41
Crude oil unit	34	0	0	0	2	Other-Transportation	36
Ethanol unit	4	0	0	0	0	Other-Transportation	4
Other unit	12	0	0	0	0	Other-Transportation	12
All other trains	67	1	4	1	163	Other-Transportation	236
Total	205	2	9	4	246		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	11	0	175	3
Grain	539	9	874	37
Coal	679	0	974	13
Crude Oil	110	16	947	189
Ethanol	147	20	331	203
Automotive	46	10	695	42
All Other	2,809	910	13,717	2,706

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	1/31/2015
			Date Week Ended:	2/6/2015

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	11	n/a	n/a
FL		n/a	n/a
GA	20	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	1,309	n/a	n/a
IA	359	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	9	n/a	n/a
MA		n/a	n/a
MI	351	n/a	n/a
MN		n/a	n/a
MS	191	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	54	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	573	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	23	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	10	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	2,912	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	2/2/2015
			Date Week Ended:	2/8/2015

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)	4,182
Cars available for agriculture shipments (includes loaded and empty component)	4,338
Cars surplus/(deficit) plan	156
Cars loaded	1,647
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	4,301
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,353
Cars surplus/(deficit) plan during previous week	52
Cars loaded	2,009
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(15)

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	6.6	5.3
Northern Appalachia	8.6	7.3
Central Appalachia	9.9	7.7
Southern Appalachia	0.3	0.1