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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 'DL 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:	2/7/2015
			Date Week Ended:	2/13/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.2
Grain unit	18.2
Coal unit	15.9
Automotive unit	19.9
Crude oil unit	17.1
Ethanol unit	18.9
Manifest	18.4
All Other	18.4

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	29.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	25.3
BELLEVUE	49.6
BIRMINGHAM	35.0
CHATTANOOGA	32.2
CONWAY	52.3
DECATUR	25.5
ELKHART	45.1
KNOXVILLE	34.5
LINWOOD	25.7
MACON	41.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,805
Covered hopper	48,810
Gondola	17,321
Intermodal	9,129
Multilevel (automotive)	10,562
Open hopper	38,616
Tank	39,079
Other	10,221
Total	189,543

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	51.44
Coal	8.78
Automotive	
Crude Oil	
Ethanol	79.75
All Other Unit Trains	29.43

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	10	1	1	2	26	Other-Transportation	40
Grain unit	9	0	0	0	1	Other-Transportation	10
Coal unit	43	0	0	1	18	Other-Transportation	62
Automotive unit	12	1	2	1	18	Other-Transportation	34
Crude oil unit	28	0	0	0	1	Other-Transportation	29
Ethanol unit	3	0	0	0	2	Other-Transportation	5
Other unit	8	0	0	0	4	Other-Transportation	12
All other trains	70	2	6	2	174	Other-Transportation	254
Total	183	4	9	6	244		446

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	6	0	144	5
Grain	144	6	2,032	29
Coal	389	0	2,644	1
Crude Oil	6	2	483	376
Ethanol	33	8	558	172
Automotive	25	10	814	56
All Other	1,076	612	14,344	3,105

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Railroad:	Year: 2015	Reporting Week:	Date Week Began: 2/7/2015
			Date Week Ended: 2/13/2015

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		n/a	n/a
FL		n/a	n/a
GA	23	n/a	n/a
IA	71	n/a	n/a
ID		n/a	n/a
IL	950	n/a	n/a
IN	768	n/a	n/a
KS		n/a	n/a
KY	2	n/a	n/a
LA		n/a	n/a
MA		n/a	n/a
MD	4	n/a	n/a
ME		n/a	n/a
MI	284	n/a	n/a
MN		n/a	n/a
MO	69	n/a	n/a
MS		n/a	n/a
MT		n/a	n/a
NC	112	n/a	n/a
ND		n/a	n/a
NE		n/a	n/a
NH		n/a	n/a
NJ	17	n/a	n/a
NM		n/a	n/a
NV		n/a	n/a
NY		n/a	n/a
OH	526	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	27	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
VA	2	n/a	n/a
VT		n/a	n/a
WA		n/a	n/a
WI		n/a	n/a
WV		n/a	n/a
WY		n/a	n/a
Total	2,855	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	2/9/2015
			Date Week Ended:	2/15/2015

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)	4,355
Cars available for agriculture shipments (includes loaded and empty component)	4,269
Cars surplus/(deficit) plan	(86)
Cars loaded	1,851
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	4,182
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,338
Cars surplus/(deficit) plan during previous week	156
Cars loaded	1,647
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(69)

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	5.4	6.1
Northern Appalachia	8.7	7.0
Central Appalachia	10.7	6.6
Southern Appalachia	0.4	0.1