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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 black ink, appearing to be '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:	4/4/2015
			Date Week Ended:	4/10/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	27.0
Grain unit	18.2
Coal unit	16.2
Automotive unit	21.5
Crude oil unit	16.8
Ethanol unit	18.5
Manifest	19.8
All Other	15.4

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.9

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	27.3
BELLEVUE	37.8
BIRMINGHAM	35.5
CHATTANOOGA	30.9
CONWAY	41.7
DECATUR	24.7
ELKHART	48.0
KNOXVILLE	39.0
LINWOOD	24.5
MACON	30.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,375
Covered hopper	47,559
Gondola	16,740
Intermodal	9,406
Multilevel (automotive)	10,385
Open hopper	39,168
Tank	38,651
Other	10,020
Total	187,304

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	43.04
Coal	10.24
Automotive	
Crude Oil	
Ethanol	26.83
All Other Unit Trains	21.31

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	14	0	3	1	26	Other-Transportation	44
Grain unit	12	0	0	0	4	Other-Transportation	16
Coal unit	70	0	0	0	12	Other-Transportation	82
Automotive unit	16	0	2	1	20	Other-Transportation	39
Crude oil unit	19	0	0	0	4	Other-Transportation	23
Ethanol unit	5	0	0	0	1	Other-Transportation	6
Other unit	10	0	1	0	2	Other-Transportation	13
All other trains	55	6	5	4	130	Other-Transportation	200
Total	201	6	11	6	199		423

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	3	0	146
Grain	73	1	1,434	24
Coal	520	2	2,553	0
Crude Oil	43	5	575	213
Ethanol	7	33	423	214
Automotive	13	4	520	17
All Other	1,221	581	10,730	2,082

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/4/2015
			Date Week Ended:	4/10/2015

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	9	n/a	n/a
FL		n/a	n/a
GA	33	n/a	n/a
ID		n/a	n/a
IL		n/a	n/a
IN	833	n/a	n/a
IA	1,418	n/a	n/a
KS		n/a	n/a
KY		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	354	n/a	n/a
MN		n/a	n/a
MS	79	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	153	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	1	n/a	n/a
OH	702	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	17	n/a	n/a
RI		n/a	n/a
SC		n/a	n/a
SD		n/a	n/a
TN	4	n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VT	2	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	3,607	0	0

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/6/2015
			Date Week Ended:	4/12/2015

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)	3,700
Cars available for agriculture shipments (includes loaded and empty component)	4,058
Cars surplus/(deficit) plan	358
Cars loaded	1,381
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,737
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,094
Cars surplus/(deficit) plan during previous week	357
Cars loaded	2,002
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(36)

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2015	Reporting Week:	Date Week Began:	4/4/2015
			Date Week Ended:	4/10/2015

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region		
Region	Loadings Plan	Loadings Average
Illinois Basin	5.3	4.6
Northern Appalachia	10.7	9.9
Central Appalachia	10.3	8.4
Southern Appalachia	0.0	0.0