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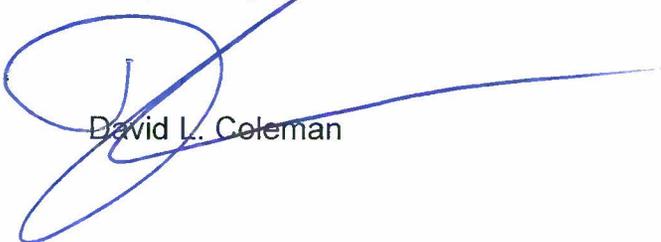
Cynthia T. Brown,
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

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

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2016	Reporting Week:	Date Week Began:	2/27/2016
			Date Week Ended:	3/4/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.1
Grain unit	19.4
Coal unit	18.0
Automotive unit	22.4
Crude oil unit	24.3
Ethanol unit	21.7
Manifest	22.1
All Other	18.7

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.4

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.7
BELLEVUE	31.1
BIRMINGHAM	37.4
CHATTANOOGA	28.5
CONWAY	28.6
DECATUR	20.7
ELKHART	32.8
KNOXVILLE	28.5
LINWOOD	25.3
MACON	28.1

3. Total Cars On Line by Car Type for the Reporting Week	
Box	14,816
Covered hopper	47,388
Gondola	17,955
Intermodal	10,004
Multilevel (automotive)	11,034
Open hopper	39,551
Tank	37,980
Other	10,875
Total	189,603

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	36.73
Coal	9.41
Automotive	N/A
Crude Oil	N/A
Ethanol	27.45
All Other Unit Trains	24.87

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	4	0	0	1	11	Other-Transportation	16
Grain unit	6	0	0	0	4	Other-Transportation	10
Coal unit	41	0	1	0	20	Other-Transportation	62
Automotive unit	3	1	1	1	10	Other-Transportation	16
Crude oil unit	9	0	0	0	0	Other-Transportation	9
Ethanol unit	4	0	0	0	1	Other-Transportation	5
Other unit	0	0	0	0	2	Other-Transportation	2
All other trains	13	2	5	4	45	Other-Transportation	69
Total	80	3	7	6	93		189

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	0	0	125	3
Grain	27	3	812	18
Coal	427	2	1,974	26
Crude Oil	102	0	24	4
Ethanol	28	7	262	93
Automotive	4	3	455	18
All Other	665	467	8,672	1,839

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Railroad:	Year: 2016	Reporting Week:	Date Week Began: 2/27/2016
			Date Week Ended: 3/4/2016

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	n/a
AR	n/a	n/a	n/a
AZ	n/a	n/a	n/a
CA	n/a	n/a	n/a
CO	n/a	n/a	n/a
CT	n/a	n/a	n/a
DE	7	n/a	n/a
FL	n/a	n/a	n/a
GA	23	n/a	n/a
ID	101	n/a	n/a
IL	n/a	n/a	n/a
IN	1,223	n/a	n/a
IA	325	n/a	n/a
KS	n/a	n/a	n/a
KY	n/a	n/a	n/a
LA	n/a	n/a	n/a
ME	n/a	n/a	n/a
MD	28	n/a	n/a
MA	n/a	n/a	n/a
MI	406	n/a	n/a
MN	n/a	n/a	n/a
MS	191	n/a	n/a
MO	n/a	n/a	n/a
MT	n/a	n/a	n/a
NE	67	n/a	n/a
NV	n/a	n/a	n/a
NH	n/a	n/a	n/a
NJ	n/a	n/a	n/a
NM	2	n/a	n/a
NY	n/a	n/a	n/a
NC	n/a	n/a	n/a
ND	n/a	n/a	n/a
OH	948	n/a	n/a
OK	n/a	n/a	n/a
OR	n/a	n/a	n/a
PA	14	n/a	n/a
RI	n/a	n/a	n/a
SC	21	n/a	n/a
SD	n/a	n/a	n/a
TN	n/a	n/a	n/a
TX	n/a	n/a	n/a
UT	n/a	n/a	n/a
VT	19	n/a	n/a
VA	n/a	n/a	n/a
WA	n/a	n/a	n/a
WV	n/a	n/a	n/a
WI	n/a	n/a	n/a
WY	n/a	n/a	n/a
Total	3,375	0	0

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Railroad:	Year: 2016	Reporting Week:	Date Week Began:	2/29/2015
			Date Week Ended:	3/6/2016

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)	3,795
Cars available for agriculture shipments (includes loaded and empty component)	3,795
Cars surplus/(deficit) plan	0
Cars loaded	1,682
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,726
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,901
Cars surplus/(deficit) plan during previous week	175
Cars loaded	1,413
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(106)

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Railroad:	Year: 2016	Reporting Week:	Date Week Began:	2/27/2016
			Date Week Ended:	3/4/2016

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	4.6
Northern Appalachia	7.7	7.1
Central Appalachia	8.3	7.4
Southern Appalachia	0.0	0.0