



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

David L. Coleman
General Solicitor

Phone (757) 629-2806
Fax (757) 533-4872
Email: David.Coleman@nscorp.com

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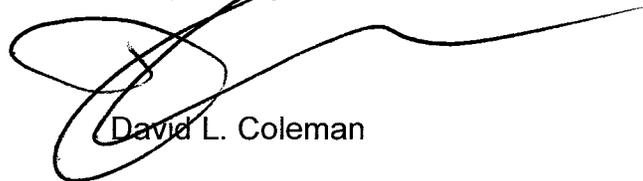
Cynthia T. Brown,
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

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: | 6/25/2016 |
| | | | Date Week Ended: | 7/1/2016 |

| 1. System-Average Train Speed by Train Type for the Reporting Week (MPH) | |
|---|------|
| Intermodal | 28.1 |
| Grain unit | 20.0 |
| Coal unit | 17.2 |
| Automotive unit | 22.5 |
| Crude oil unit | 20.4 |
| Ethanol unit | 22.4 |
| Manifest | 21.0 |
| All Other | 19.3 |

| 2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains | |
|---|------|
| System Average | 23.4 |

| 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity | |
|--|------|
| ALLENTOWN | 25.2 |
| BELLEVUE | 26.7 |
| BIRMINGHAM | 35.8 |
| CHATTANOOGA | 27.5 |
| CONWAY | 27.2 |
| DECATUR | 20.3 |
| ELKHART | 27.9 |
| KNOXVILLE | 35.3 |
| LINWOOD | 27.7 |
| MACON | 26.8 |

| 3. Total Cars On Line by Car Type for the Reporting Week | |
|---|----------------|
| Box | 15,076 |
| Covered hopper | 47,223 |
| Gondola | 18,444 |
| Intermodal | 10,102 |
| Multilevel (automotive) | 10,884 |
| Open hopper | 39,373 |
| Tank | 37,205 |
| Other | 7,721 |
| Total | 186,028 |

| 4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours | |
|---|-------|
| Grain | 31.4 |
| Coal | 12.08 |
| Automotive | N/A |
| Crude Oil | N/A |
| Ethanol | 19.62 |
| All Other Unit Trains | 24.59 |

| 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 | 2 | 1 | 15 | Other-Transportation | 22 |
| Grain unit | 7 | 0 | 0 | 1 | 5 | Other-Transportation | 13 |
| Coal unit | 39 | 1 | 2 | 0 | 19 | Other-Transportation | 61 |
| Automotive unit | 4 | 0 | 3 | 0 | 13 | Other-Transportation | 20 |
| Crude oil unit | 8 | 0 | 0 | 0 | 0 | Other-Transportation | 8 |
| Ethanol unit | 5 | 0 | 0 | 0 | 2 | Other-Transportation | 7 |
| Other unit | 8 | 0 | 0 | 0 | 5 | Other-Transportation | 13 |
| All other trains | 33 | 4 | 6 | 5 | 58 | Other-Transportation | 106 |
| Total | 108 | 5 | 13 | 7 | 117 | | 250 |

| 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 | 4 | 1 | 94 | 33 |
| Grain | 27 | 2 | 712 | 16 |
| Coal | 890 | 2 | 2,278 | 9 |
| Crude Oil | 1 | 48 | 9 | 7 |
| Ethanol | 52 | 6 | 541 | 149 |
| Automotive | 11 | 1 | 341 | 9 |
| All Other | 1,270 | 396 | 6,957 | 1,287 |

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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 | 28 | 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 | 3 | n/a | n/a |
| FL | n/a | n/a | n/a |
| GA | 2 | n/a | n/a |
| ID | 272 | n/a | n/a |
| IL | n/a | n/a | n/a |
| IN | 1,098 | n/a | n/a |
| IA | 1,084 | n/a | n/a |
| KS | n/a | n/a | n/a |
| KY | 1 | n/a | n/a |
| LA | n/a | n/a | n/a |
| ME | n/a | n/a | n/a |
| MD | 10 | n/a | n/a |
| MA | n/a | n/a | n/a |
| MI | 164 | n/a | n/a |
| MN | n/a | n/a | n/a |
| MS | 147 | n/a | n/a |
| MO | n/a | n/a | n/a |
| MT | n/a | n/a | n/a |
| NE | 83 | 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 | 1 | n/a | n/a |
| NY | n/a | n/a | n/a |
| NC | n/a | n/a | n/a |
| ND | 3 | n/a | n/a |
| OH | 499 | n/a | n/a |
| OK | n/a | n/a | n/a |
| OR | n/a | n/a | n/a |
| PA | 34 | n/a | n/a |
| RI | n/a | n/a | n/a |
| SC | 5 | n/a | n/a |
| SD | n/a | n/a | n/a |
| TN | 11 | n/a | n/a |
| TX | n/a | n/a | n/a |
| UT | n/a | n/a | n/a |
| VT | 14 | 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 | 3,459 | 0 | 0 |

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| | | | | |
|-----------|------------|-----------------|------------------|-----------|
| Railroad: | Year: 2016 | Reporting Week: | Date Week Began: | 6/27/2016 |
| | | | Date Week Ended: | 7/3/2016 |

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) | 3,598 |
| Cars available for agriculture shipments (includes loaded and empty component) | 3,851 |
| Cars surplus/(deficit) plan | 253 |
| Cars loaded | 1,208 |
| NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component) | 3,505 |
| Cars available for agriculture shipments during previous week (includes loaded and empty component) | 3,683 |
| Cars surplus/(deficit) plan during previous week | 178 |
| Cars loaded | 1,475 |
| Difference in cars calculated for assignment to agricultural grain shipments from previous week | 168 |

NORFOLK SOUTHERN RAILWAY COMPANY

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|-----------|------------|-----------------|------------------|-----------|
| Railroad: | Year: 2016 | Reporting Week: | Date Week Began: | 6/25/2016 |
| | | | Date Week Ended: | 7/1/2016 |

| 10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region | | |
|--|---------------|------------------|
| Region | Loadings Plan | Loadings Average |
| Illinois Basin | 4.7 | 3.7 |
| Northern Appalachia | 6.3 | 5.1 |
| Central Appalachia | 6.3 | 6.1 |
| Southern Appalachia | 0.0 | 0.0 |