



Norfolk Southern Railway Company
Law Department
Three Commercial Place
Norfolk, Virginia 23510-2191

David L. Coleman
General Solicitor

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

240342

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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,



David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2016	Reporting Week:	Date Week Began:	3/12/2016
			Date Week Ended:	3/18/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.1
Grain unit	20.6
Coal unit	18.2
Automotive unit	22.8
Crude oil unit	19.9
Ethanol unit	20.9
Manifest	22.4
All Other	17.7

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	23.3

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	22.7
BELLEVUE	32.0
BIRMINGHAM	30.3
CHATTANOOGA	25.5
CONWAY	27.3
DECATUR	20.4
ELKHART	35.1
KNOXVILLE	32.2
LINWOOD	23.1
MACON	26.7

3. Total Cars On Line by Car Type for the Reporting Week	
Box	14,334
Covered hopper	46,957
Gondola	17,780
Intermodal	9,585
Multilevel (automotive)	10,847
Open hopper	39,505
Tank	37,078
Other	10,740
Total	186,827

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	41.82
Coal	10.55
Automotive	N/A
Crude Oil	N/A
Ethanol	12.71
All Other Unit Trains	24.12

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	1	0	2	3	11	Other-Transportation	17
Grain unit	4	0	0	0	9	Other-Transportation	13
Coal unit	32	0	0	1	17	Other-Transportation	50
Automotive unit	7	0	0	0	11	Other-Transportation	18
Crude oil unit	9	0	0	0	0	Other-Transportation	9
Ethanol unit	3	0	1	0	2	Other-Transportation	6
Other unit	3	0	0	0	5	Other-Transportation	8
All other trains	16	0	1	3	61	Other-Transportation	81
Total	75	0	4	7	116		202

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	42	0	83	3
Grain	185	17	882	136
Coal	771	242	1,294	372
Crude Oil	49	5	126	54
Ethanol	96	99	359	83
Automotive	22	7	219	50
All Other	1,525	335	6,390	848

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Railroad:	Year: 2016	Reporting Week:	Date Week Began:	3/12/2016
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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	11	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	4	n/a	n/a
FL	n/a	n/a	n/a
GA	19	n/a	n/a
IA	277	n/a	n/a
ID	n/a	n/a	n/a
IL	881	n/a	n/a
IN	610	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
MA	n/a	n/a	n/a
MD	12	n/a	n/a
ME	n/a	n/a	n/a
MI	270	n/a	n/a
MN	n/a	n/a	n/a
MO	105	n/a	n/a
MS	n/a	n/a	n/a
MT	n/a	n/a	n/a
NC	22	n/a	n/a
ND	n/a	n/a	n/a
NE	n/a	n/a	n/a
NH	n/a	n/a	n/a
NJ	n/a	n/a	n/a
NM	n/a	n/a	n/a
NV	n/a	n/a	n/a
NY	5	n/a	n/a
OH	750	n/a	n/a
OK	n/a	n/a	n/a
OR	n/a	n/a	n/a
PA	32	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
VA	9	n/a	n/a
VT	n/a	n/a	n/a
WA	n/a	n/a	n/a
WI	n/a	n/a	n/a
WV	n/a	n/a	n/a
WY	n/a	n/a	n/a
Total	3,028	0	0

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			Date Week Ended:	3/20/2016

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)	3,541
Cars available for agriculture shipments (includes loaded and empty component)	3,544
Cars surplus/(deficit) plan	3
Cars loaded	1,339
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,499
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,687
Cars surplus/(deficit) plan during previous week	188
Cars loaded	1,691
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(143)

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	3.9	3.3
Northern Appalachia	4.9	5.4
Central Appalachia	7.9	5.7
Southern Appalachia	0.0	0.0