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April 6, 2016

ENTERED
Office of Proceedings
April 5, 2016
Part of
Public Record

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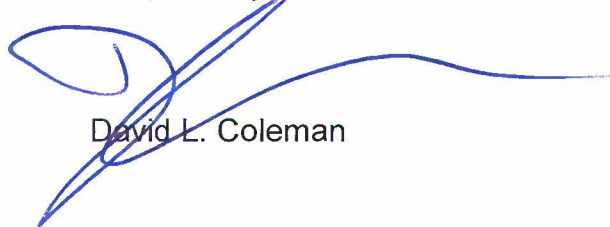
Cynthia T. Brown,
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

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:	3/26/2016
			Date Week Ended:	4/1/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.9
Grain unit	19.1
Coal unit	19.4
Automotive unit	23.1
Crude oil unit	21.2
Ethanol unit	21.4
Manifest	23.1
All Other	16.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	23.1

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.5
BELLEVUE	28.3
BIRMINGHAM	27.0
CHATTANOOGA	24.4
CONWAY	26.4
DECATUR	19.7
ELKHART	32.2
KNOXVILLE	35.0
LINWOOD	24.7
MACON	26.5

3. Total Cars On Line by Car Type for the Reporting Week	
Box	14,745
Covered hopper	47,474
Gondola	18,023
Intermodal	9,341
Multilevel (automotive)	10,799
Open hopper	40,100
Tank	36,851
Other	10,783
Total	188,116

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	31.66
Coal	7.69
Automotive	N/A
Crude Oil	N/A
Ethanol	22.4
All Other Unit Trains	26.98

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	1	0	5	Other-Transportation	7
Grain unit	5	0	0	0	4	Other-Transportation	9
Coal unit	27	1	2	0	4	Other-Transportation	34
Automotive unit	5	0	0	0	13	Other-Transportation	18
Crude oil unit	10	0	0	0	2	Other-Transportation	12
Ethanol unit	6	0	0	0	1	Other-Transportation	7
Other unit	3	0	1	0	3	Other-Transportation	7
All other trains	15	1	1	6	54	Other-Transportation	77
Total	72	2	5	6	86		171

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	2	0	101	1
Grain	10	1	899	37
Coal	430	2	1,275	3
Crude Oil	105	0	2	137
Ethanol	19	11	213	89
Automotive	2	0	480	26
All Other	661	262	7,823	1,469

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2016	Reporting Week:	Date Week Began: 3/26/2016
			Date Week Ended: 4/1/2016

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	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

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2016	Reporting Week:	Date Week Began:	3/28/2015
			Date Week Ended:	4/3/2016

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)	3,407
Cars available for agriculture shipments (includes loaded and empty component)	3,449
Cars surplus/(deficit) plan	42
Cars loaded	993
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,327
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,379
Cars surplus/(deficit) plan during previous week	52
Cars loaded	1,637
Difference in cars calculated for assignment to agricultural grain shipments from previous week	70

NORFOLK SOUTHERN RAILWAY COMPANY

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

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			Date Week Ended:	4/1/2016

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region		
Region	Loadings Plan	Loadings Average
Illinois Basin	3.3	2.3
Northern Appalachia	6.6	4.7
Central Appalachia	6.1	5.0
Southern Appalachia	0.0	0.0