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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 large, stylized handwritten signature in black ink, appearing to be "David L. Coleman".

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					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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			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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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