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July 20, 2016

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Office of Proceedings
July 20, 2016
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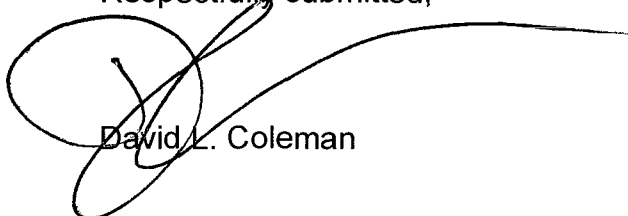
Cynthia T. Brown,
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

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:	7/9/2016
			Date Week Ended:	7/15/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	28.9
Grain unit	19.2
Coal unit	17.9
Automotive unit	23.9
Crude oil unit	24.9
Ethanol unit	22.6
Manifest	21.3
All Other	18.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	23.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	23.9
BELLEVUE	27.8
BIRMINGHAM	32.6
CHATTANOOGA	26.9
CONWAY	26.2
DECATUR	23.2
ELKHART	28.4
KNOXVILLE	50.5
LINWOOD	23.8
MACON	25.9

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,020
Covered hopper	46,412
Gondola	18,225
Intermodal	9,934
Multilevel (automotive)	10,860
Open hopper	38,436
Tank	35,529
Other	7,236
Total	181,652

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	30.38
Coal	11.69
Automotive	N/A
Crude Oil	N/A
Ethanol	54.9
All Other Unit Trains	30.75

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	1	1	0	11	Other-Transportation	14
Grain unit	9	0	0	0	5	Other-Transportation	14
Coal unit	21	3	0	2	12	Other-Transportation	38
Automotive unit	4	0	1	0	11	Other-Transportation	16
Crude oil unit	6	0	0	0	1	Other-Transportation	7
Ethanol unit	2	0	0	0	4	Other-Transportation	6
Other unit	4	2	0	0	6	Other-Transportation	12
All other trains	19	3	7	1	60	Other-Transportation	90
Total	66	9	9	3	110		197

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	39	1	261	0
Grain	23	4	449	17
Coal	1,123	2	1,653	1
Crude Oil	10	49	21	25
Ethanol	14	8	627	97
Automotive	15	7	140	12
All Other	1,194	467	6,315	1,148

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			Date Week Ended:	7/15/2016

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	2	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	n/a	n/a	n/a
FL	n/a	n/a	n/a
GA	7	n/a	n/a
ID	196	n/a	n/a
IL	n/a	n/a	n/a
IN	1,125	n/a	n/a
IA	1,096	n/a	n/a
KS	n/a	n/a	n/a
KY	2	n/a	n/a
LA	n/a	n/a	n/a
ME	n/a	n/a	n/a
MD	16	n/a	n/a
MA	n/a	n/a	n/a
MI	345	n/a	n/a
MN	n/a	n/a	n/a
MS	340	n/a	n/a
MO	n/a	n/a	n/a
MT	n/a	n/a	n/a
NE	68	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	n/a	n/a	n/a
OH	455	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	4	n/a	n/a
SD	n/a	n/a	n/a
TN	2	n/a	n/a
TX	n/a	n/a	n/a
UT	n/a	n/a	n/a
VT	n/a	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	3,693	0	0

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Railroad:	Year: 2016	Reporting Week:	Date Week Began:	7/11/2016
			Date Week Ended:	7/17/2016

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)	3,398
Cars available for agriculture shipments (includes loaded and empty component)	4,025
Cars surplus/(deficit) plan	627
Cars loaded	1,181
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,491
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,992
Cars surplus/(deficit) plan during previous week	501
Cars loaded	1,790
Difference in cars calculated for assignment to agricultural grain shipments from previous week	33

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	4.0	3.1
Northern Appalachia	5.7	4.6
Central Appalachia	8.7	6.0
Southern Appalachia	0.0	0.0