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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:	8/6/2016
			Date Week Ended:	8/12/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	28.5
Grain unit	16.6
Coal unit	16.3
Automotive unit	22.9
Crude oil unit	22.4
Ethanol unit	22.0
Manifest	20.9
All Other	18.7

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	24.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.1
BELLEVUE	30.1
BIRMINGHAM	31.6
CHATTANOOGA	32.6
CONWAY	28.2
DECATUR	21.7
ELKHART	31.2
KNOXVILLE	23.3
LINWOOD	31.5
MACON	26.3

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,702
Covered hopper	47,420
Gondola	18,003
Intermodal	10,561
Multilevel (automotive)	10,812
Open hopper	39,299
Tank	35,470
Other	7,304
Total	184,571

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	62.41
Coal	7.28
Automotive	N/A
Crude Oil	N/A
Ethanol	28.41
All Other Unit Trains	23.02

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	9	Other-Transportation	11
Grain unit	5	1	0	1	11	Other-Transportation	18
Coal unit	30	2	0	3	30	Other-Transportation	65
Automotive unit	4	1	1	0	14	Other-Transportation	20
Crude oil unit	4	0	0	0	1	Other-Transportation	5
Ethanol unit	3	1	0	0	2	Other-Transportation	6
Other unit	6	0	1	0	3	Other-Transportation	10
All other trains	40	3	8	5	59	Other-Transportation	115
Total	93	8	11	9	129		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	39	0	133	13
Grain	64	4	942	31
Coal	1,105	2	2,395	13
Crude Oil	0	3	113	4
Ethanol	7	11	214	266
Automotive	9	0	235	8
All Other	1,204	419	7,512	1,421

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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	n/a	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	1	n/a	n/a
ID	342	n/a	n/a
IL	n/a	n/a	n/a
IN	647	n/a	n/a
IA	708	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	1	n/a	n/a
MA	n/a	n/a	n/a
MI	194	n/a	n/a
MN	n/a	n/a	n/a
MS	279	n/a	n/a
MO	n/a	n/a	n/a
MT	n/a	n/a	n/a
NE	58	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	2	n/a	n/a
OH	595	n/a	n/a
OK	n/a	n/a	n/a
OR	n/a	n/a	n/a
PA	16	n/a	n/a
RI	n/a	n/a	n/a
SC	3	n/a	n/a
SD	n/a	n/a	n/a
TN	48	n/a	n/a
TX	n/a	n/a	n/a
UT	n/a	n/a	n/a
VT	11	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	2,907	0	0

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			Date Week Ended:	8/14/2016

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)	3,199
Cars available for agriculture shipments (includes loaded and empty component)	3,831
Cars surplus/(deficit) plan	632
Cars loaded	1,268
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,199
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,785
Cars surplus/(deficit) plan during previous week	586
Cars loaded	1,871
Difference in cars calculated for assignment to agricultural grain shipments from previous week	46

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	3.7	4.0
Northern Appalachia	6.6	4.9
Central Appalachia	6.9	6.3
Southern Appalachia	0.0	0.0