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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 handwritten signature in black ink, appearing to be "David L. Coleman", written over a horizontal line.

David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2016	Reporting Week:	Date Week Began:	9/24/2016
			Date Week Ended:	9/30/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	28.7
Grain unit	19.1
Coal unit	19.1
Automotive unit	22.5
Crude oil unit	19.2
Ethanol unit	23.6
Manifest	21.8
All Other	18.6

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	22.5

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.7
BELLEVUE	28.0
BIRMINGHAM	31.3
CHATTANOOGA	30.3
CONWAY	24.2
DECATUR	20.9
ELKHART	31.4
KNOXVILLE	36.5
LINWOOD	23.5
MACON	27.1

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,096
Covered hopper	46,774
Gondola	17,537
Intermodal	10,195
Multilevel (automotive)	10,605
Open hopper	38,684
Tank	35,339
Other	7,413
Total	181,642

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	33.77
Coal	7.41
Automotive	N/A
Crude Oil	N/A
Ethanol	30.5
All Other Unit Trains	25.21

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	7	1	0	0	11	Other-Transportation	19
Grain unit	5	0	0	0	8	Other-Transportation	13
Coal unit	42	1	0	1	24	Other-Transportation	68
Automotive unit	5	0	3	1	9	Other-Transportation	18
Crude oil unit	8	0	0	0	1	Other-Transportation	9
Ethanol unit	3	0	0	0	2	Other-Transportation	5
Other unit	4	1	0	0	6	Other-Transportation	11
All other trains	31	1	2	0	35	Other-Transportation	69
Total	105	4	5	2	96		212

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	11	3	135	9
Grain	88	4	357	14
Coal	596	2	1,946	6
Crude Oil	8	3	3	98
Ethanol	12	100	266	128
Automotive	7	1	211	0
All Other	1,107	363	6,071	1,317

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			Date Week Ended:	9/30/2016

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	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	1	n/a	n/a
GA	n/a	n/a	n/a
ID	68	n/a	n/a
IL	n/a	n/a	n/a
IN	897	n/a	n/a
IA	987	n/a	n/a
KS	n/a	n/a	n/a
KY	13	n/a	n/a
LA	n/a	n/a	n/a
ME	n/a	n/a	n/a
MD	4	n/a	n/a
MA	n/a	n/a	n/a
MI	27	n/a	n/a
MN	n/a	n/a	n/a
MS	560	n/a	n/a
MO	n/a	n/a	n/a
MT	n/a	n/a	n/a
NE	11	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	n/a	n/a	n/a
NY	n/a	n/a	n/a
NC	n/a	n/a	n/a
ND	10	n/a	n/a
OH	604	n/a	n/a
OK	n/a	n/a	n/a
OR	n/a	n/a	n/a
PA	25	n/a	n/a
RI	n/a	n/a	n/a
SC	15	n/a	n/a
SD	n/a	n/a	n/a
TN	16	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	3,238	0	0

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Railroad:	Year: 2016	Reporting Week:	Date Week Began:	9/26/2016
			Date Week Ended:	10/2/2016

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)	3,099
Cars available for agriculture shipments (includes loaded and empty component)	3,358
Cars surplus/(deficit) plan	98
Cars loaded	761
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,056
Cars available for agriculture shipments during previous week (includes loaded and empty component)	3,815
Cars surplus/(deficit) plan during previous week	759
Cars loaded	1,145
Difference in cars calculated for assignment to agricultural grain shipments from previous week	457

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	5.0	3.6
Northern Appalachia	6.1	6.0
Central Appalachia	8.7	6.7
Southern Appalachia	0.0	0.0