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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 the typed name.

David L. Coleman

Enclosure

## EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

<b>Railroad:</b>	<b>Year: 2016</b>	<b>Reporting Week:</b>	<b>Date Week Began:</b>	<b>12/3/2016</b>
			<b>Date Week Ended:</b>	<b>12/9/2016</b>

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.7
Grain unit	18.4
Coal unit	18.8
Automotive unit	23.0
Crude oil unit	20.2
Ethanol unit	23.3
Manifest	21.8
All Other	19.9

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	22.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	24.9
BELLEVUE	26.2
BIRMINGHAM	29.2
CHATTANOOGA	27.6
CONWAY	29.0
DECATUR	19.8
ELKHART	31.9
KNOXVILLE	29.7
LINWOOD	25.8
MACON	26.0

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,468
Covered hopper	48,514
Gondola	16,137
Intermodal	10,145
Multilevel (automotive)	10,799
Open hopper	38,149
Tank	35,922
Other	7,522
Total	182,656

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	36
Coal	12.45
Automotive	N/A
Crude Oil	N/A
Ethanol	18.19
All Other Unit Trains	28.22

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	4	0	0	0	5	Other-Transportation	9
Grain unit	9	0	0	1	7	Other-Transportation	17
Coal unit	33	0	1	1	20	Other-Transportation	55
Automotive unit	4	0	0	0	10	Other-Transportation	14
Crude oil unit	10	1	0	0	0	Other-Transportation	11
Ethanol unit	1	0	0	0	3	Other-Transportation	4
Other unit	2	1	0	0	3	Other-Transportation	6
All other trains	16	1	0	0	59	Other-Transportation	76
Total	79	3	1	2	107		192

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	9	4	152	0
Grain	440	6	840	31
Coal	859	1	2,045	6
Crude Oil	1	0	118	58
Ethanol	13	10	83	70
Automotive	9	2	177	1
All Other	1,346	447	6,458	1,265

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Railroad:	Year: 2016	Reporting Week:	Date Week Began:	12/3/2016
			Date Week Ended:	12/9/2016

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	10	n/a	n/a
FL	n/a	n/a	n/a
GA	2	n/a	n/a
IA	225	n/a	n/a
ID	n/a	n/a	n/a
IL	1,187	n/a	n/a
IN	807	n/a	n/a
KS	n/a	n/a	n/a
KY	10	n/a	n/a
LA	n/a	n/a	n/a
MA	n/a	n/a	n/a
MD	23	n/a	n/a
ME	n/a	n/a	n/a
MI	394	n/a	n/a
MN	n/a	n/a	n/a
MO	173	n/a	n/a
MS	n/a	n/a	n/a
MT	n/a	n/a	n/a
NC	103	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	1	n/a	n/a
NM	n/a	n/a	n/a
NV	n/a	n/a	n/a
NY	3	n/a	n/a
OH	542	n/a	n/a
OK	n/a	n/a	n/a
OR	n/a	n/a	n/a
PA	20	n/a	n/a
RI	n/a	n/a	n/a
SC	n/a	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	2	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	3,502	0	0

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<b>Railroad:</b>	<b>Year: 2016</b>	<b>Reporting Week:</b>	<b>Date Week Began:</b>	<b>12/5/2016</b>
			<b>Date Week Ended:</b>	<b>12/11/2016</b>

### **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)	<b>3,059</b>
Cars available for agriculture shipments (includes loaded and empty component)	<b>4,143</b>
Cars surplus/(deficit) plan	<b>1,084</b>
Cars loaded	<b>1,036</b>
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	<b>3,840</b>
Cars available for agriculture shipments during previous week (includes loaded and empty component)	<b>4,757</b>
Cars surplus/(deficit) plan during previous week	<b>917</b>
Cars loaded	<b>2,128</b>
Difference in cars calculated for assignment to agricultural grain shipments from previous week	<b>(614)</b>

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	2.7	3.0
Northern Appalachia	6.9	5.6
Central Appalachia	10.0	7.4
Southern Appalachia	0.0	0.0