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February 8, 2017

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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

ENTERED  
Office of Proceedings  
February 8, 2017  
Part of  
Public Record

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 blue ink signature of David L. Coleman, consisting of a large, stylized 'D' followed by a long horizontal stroke.

David L. Coleman

Enclosure

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

<b>Railroad:</b>	<b>Year: 2017</b>	<b>Reporting Week:</b>	<b>Date Week Began:</b>	<b>1/28/2017</b>
			<b>Date Week Ended:</b>	<b>2/3/2017</b>

<b>1. System-Average Train Speed by Train Type for the Reporting Week (MPH)</b>	
Intermodal	28.4
Grain unit	18.6
Coal unit	17.9
Automotive unit	22.6
Crude oil unit	22.9
Ethanol unit	17.8
Manifest	20.7
All Other	18.0

<b>2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains</b>	
System Average	24.3

<b>2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity</b>	
ALLENTOWN	24.6
ATLANTA	11.7
BELLEVUE	33.0
BIRMINGHAM	35.4
CHATTANOOGA	33.1
CONWAY	30.9
DECATUR	22.9
ELKHART	29.7
LINWOOD	25.3
MACON	27.9

<b>3. Total Cars On Line by Car Type for the Reporting Week</b>	
Box	15,360
Covered hopper	48,022
Gondola	16,611
Intermodal	10,208
Multilevel (automotive)	10,492
Open hopper	38,957
Tank	35,841
Other	7,973
<b>Total</b>	<b>183,464</b>

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	37.32
Coal	8.28
Automotive	N/A
Crude Oil	N/A
Ethanol	26.85
All Other Unit Trains	47.36

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	3	0	1	0	9	Other-Transportation	13
Grain unit	5	0	0	0	8	Other-Transportation	13
Coal unit	46	1	0	0	37	Other-Transportation	84
Automotive unit	8	0	0	0	10	Other-Transportation	18
Crude oil unit	11	1	0	0	2	Other-Transportation	14
Ethanol unit	4	0	0	0	2	Other-Transportation	6
Other unit	2	0	0	0	6	Other-Transportation	8
All other trains	23	1	10	4	71	Other-Transportation	109
Total	102	3	11	4	145		265

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	26	0	94	6
Grain	184	7	761	12
Coal	485	2	1,070	8
Crude Oil	104	0	440	165
Ethanol	7	7	242	257
Automotive	12	1	291	2
All Other	1,129	484	7,507	1,479

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Railroad:	Year: 2017	Reporting Week:	Date Week Began:	1/28/2017
			Date Week Ended:	2/3/2017

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	6	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	2	n/a	n/a
FL	n/a	n/a	n/a
GA	2	n/a	n/a
ID	229	n/a	n/a
IL	n/a	n/a	n/a
IN	1,004	n/a	n/a
IA	464	n/a	n/a
KS	n/a	n/a	n/a
KY	6	n/a	n/a
LA	n/a	n/a	n/a
ME	n/a	n/a	n/a
MD	15	n/a	n/a
MA	n/a	n/a	n/a
MI	211	n/a	n/a
MN	n/a	n/a	n/a
MS	233	n/a	n/a
MO	n/a	n/a	n/a
MT	n/a	n/a	n/a
NE	125	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	2	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	648	n/a	n/a
OK	n/a	n/a	n/a
OR	n/a	n/a	n/a
PA	10	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
VT	24	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
<b>Total</b>	<b>2,984</b>	<b>0</b>	<b>0</b>

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Railroad:	Year: 2017	Reporting Week:	Date Week Began:	1/30/2017
			Date Week Ended:	2/5/2017

**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>3,292</b>
Cars available for agriculture shipments (includes loaded and empty component)	<b>3,915</b>
Cars surplus/(deficit) plan	<b>623</b>
Cars loaded	<b>1,952</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>3,241</b>
Cars available for agriculture shipments during previous week (includes loaded and empty component)	<b>3,937</b>
Cars surplus/(deficit) plan during previous week	<b>696</b>
Cars loaded	<b>1,937</b>
Difference in cars calculated for assignment to agricultural grain shipments from previous week	<b>(22)</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	3.1	2.9
Northern Appalachia	8.1	6.4
Central Appalachia	8.1	7.0
Southern Appalachia	0.0	0.0