



Norfolk Southern Railway Company
Law Department
Three Commercial Place
Norfolk, Virginia 23510-2191

David L. Coleman
General Solicitor

Phone (757) 629-2806
Fax (757) 533-4872
Email: David.Coleman@nscorp.com

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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

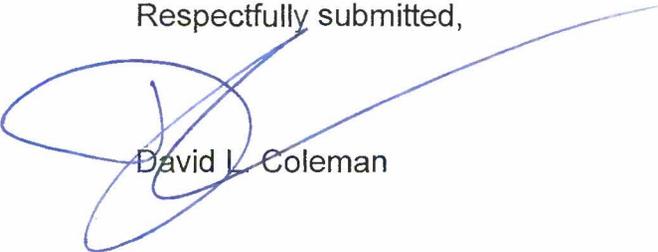
ENTERED
Office of Proceedings
February 10, 2016
Part of
Public Record

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,


David L. Coleman

Enclosure

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad:	Year: 2016	Reporting Week:	Date Week Began:	1/30/2016
			Date Week Ended:	2/5/2016

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	28.9
Grain unit	19.0
Coal unit	17.9
Automotive unit	22.5
Crude oil unit	22.3
Ethanol unit	24.0
Manifest	21.5
All Other	18.9

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.2

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
ALLENTOWN	26.5
BELLEVUE	32.5
BIRMINGHAM	35.3
CHATTANOOGA	27.7
CONWAY	31.8
DECATUR	23.9
ELKHART	32.8
KNOXVILLE	33.2
LINWOOD	27.8
MACON	29.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	15,803
Covered hopper	48,951
Gondola	18,395
Intermodal	10,536
Multilevel (automotive)	11,794
Open hopper	39,866
Tank	40,212
Other	11,149
Total	196,706

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	40.86
Coal	12.93
Automotive	
Crude Oil	
Ethanol	26.74
All Other Unit Trains	23.22

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						
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Total
					Number	Briefly Explain Cause	
Intermodal	11	0	0	1	26	Other-Transportation	38
Grain unit	10	0	0	0	10	Other-Transportation	20
Coal unit	33	1	0	1	19	Other-Transportation	54
Automotive unit	7	1	2	0	34	Other-Transportation	44
Crude oil unit	14	0	0	0	3	Other-Transportation	17
Ethanol unit	5	0	0	0	0	Other-Transportation	5
Other unit	3	0	0	0	2	Other-Transportation	5
All other trains	32	1	4	2	104	Other-Transportation	143
Total	115	3	6	4	198		326

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	1	1	256	3
Grain	227	5	959	26
Coal	1,330	2	2,333	12
Crude Oil	116	0	502	127
Ethanol	20	1	350	287
Automotive	83	1	293	6
All Other	1,589	347	11,151	2,194

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Railroad:	Year: 2016	Reporting Week:	Date Week Began:	1/30/2016
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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	27	n/a	n/a
AR		n/a	n/a
AZ		n/a	n/a
CA		n/a	n/a
CO		n/a	n/a
CT		n/a	n/a
DE	2	n/a	n/a
FL		n/a	n/a
GA	6	n/a	n/a
ID	221	n/a	n/a
IL		n/a	n/a
IN	1,185	n/a	n/a
IA	485	n/a	n/a
KS		n/a	n/a
KY	1	n/a	n/a
LA		n/a	n/a
ME		n/a	n/a
MD	22	n/a	n/a
MA		n/a	n/a
MI	155	n/a	n/a
MN		n/a	n/a
MS	302	n/a	n/a
MO		n/a	n/a
MT		n/a	n/a
NE	162	n/a	n/a
NV		n/a	n/a
NH		n/a	n/a
NJ		n/a	n/a
NM		n/a	n/a
NY		n/a	n/a
NC		n/a	n/a
ND	5	n/a	n/a
OH	518	n/a	n/a
OK		n/a	n/a
OR		n/a	n/a
PA	12	n/a	n/a
RI		n/a	n/a
SC	13	n/a	n/a
SD		n/a	n/a
TN		n/a	n/a
TX		n/a	n/a
UT		n/a	n/a
VT	13	n/a	n/a
VA		n/a	n/a
WA		n/a	n/a
WV		n/a	n/a
WI		n/a	n/a
WY		n/a	n/a
Total	3,129	0	0

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Railroad:	Year: 2016	Reporting Week:	Date Week Began:	2/1/2015
			Date Week Ended:	2/7/2016

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)	3,649
Cars available for agriculture shipments (includes loaded and empty component)	3,929
Cars surplus/(deficit) plan	280
Cars loaded	1,942
NS's calculation of the number of cars needed-to meet agriculture grain shipment demand the previous week (includes loaded and empty component)	3,702
Cars available for agriculture shipments during previous week (includes loaded and empty component)	4,122
Cars surplus/(deficit) plan during previous week	420
Cars loaded	1,295
Difference in cars calculated for assignment to agricultural grain shipments from previous week	(193)

NORFOLK SOUTHERN RAILWAY COMPANY

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Railroad:	Year: 2016	Reporting Week:	Date Week Began:	1/30/2016
			Date Week Ended:	2/5/2016

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region

Region	Loadings Plan	Loadings Average
Illinois Basin	3.6	3.4
Northern Appalachia	6.6	6.1
Central Appalachia	9.6	7.9
Southern Appalachia	0.0	0.0