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January 27, 2023

Via Electronic Filing

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
395 E Street SW
Washington, DC 20423

Re: *Urgent Issues in Freight Rail Service – Railroad Reporting*, STB Docket Ex Parte No. 770 (Sub-No. 1)

Dear Ms. Brown:

In accordance with the Surface Transportation Board's October 28, 2022, Decision in the above-referenced docket, Norfolk Southern Railway Company today is providing the following bi-weekly update to its updated service recovery plan.

For the week ending January 20, 2023, Norfolk Southern reported the following service metrics:

Metric	Current	May 5, 2023 Target
System Velocity	21.54 MPH	22 MPH
Merchandise TPC	81.77%	82%
Intermodal TPC	97.24%	99%
LOPA	74.87%	78%
LOPA RR Caused	3.92%	5%
Terminal Dwell	23.9 Hours	21.5 Hours

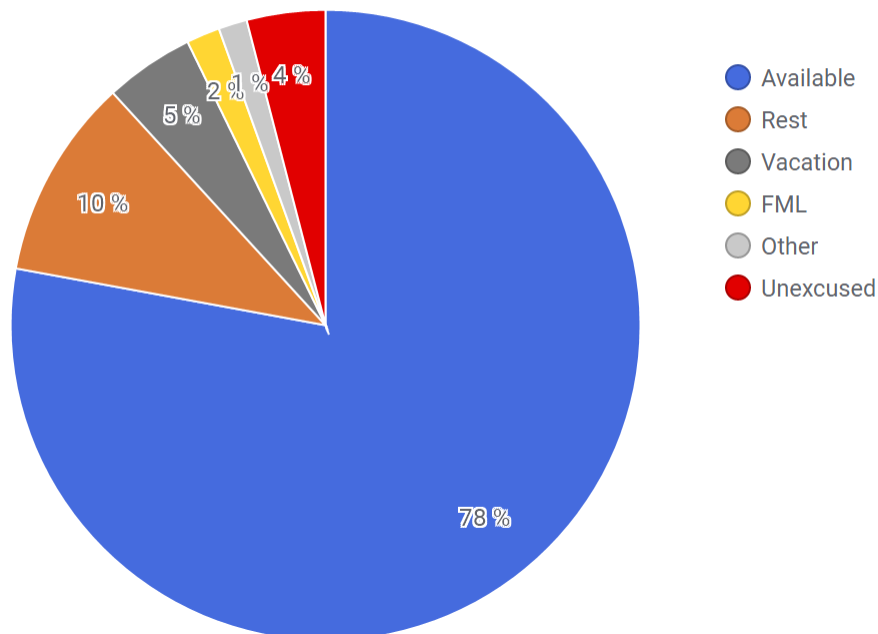
In accordance with the Surface Transportation Board's June 13, 2022 Decision in the above-referenced docket, Norfolk Southern Railway Company today is providing the following bi-weekly update on certain trainee information and crew availability.

The following table shows conductor trainee information as of January 24, 2023:

Trainees entered training	385
Trainees dropped out of training	77
Trainees completed training	105
Trainees currently in training	882

For the week ending January 20, 2023 Norfolk Southern's data shows that on average 78% of Norfolk Southern's total qualified T&E employees were available to work on a given day. Note however, the "available for work" number includes employees who work local or yard assignments who show as available on their scheduled rest day due to current technology limitations. Those employees are in fact not subject to call, meaning that they are on their scheduled rest day and are not in fact available for work. On average for the week ending January 20, 2023, 7.2% of those employees showing as "available" were in fact not subject to call, meaning that the average of qualified T&E available for work was in fact just 70.8% of total qualified T&E employees. That number fluctuated depending on the day of week, with Saturday having the lowest availability over the week. The following pie chart illustrates the key drivers of crew availability, which include FRA mandated rest, vacation, illness, and Family Medical Leave act absences, among others.

AVERAGE WEEKLY STATUS 1/14/2023-1/20/2023



Norfolk Southern will continue to update the Board on its progress toward service recovery on a bi-weekly basis.

Sincerely,

/s/ Hanna M. Chouest

Hanna M. Chouest