



Congress of the United States
House of Representatives

October 26, 2026

HOUSE COMMITTEE ON
ENERGY & COMMERCE

SUBCOMMITTEES

OVERSIGHT & INVESTIGATIONS
CHAIR

HEALTH

ENVIRONMENT, MANUFACTURING,
& CRITICAL MINERALS

GOP DOCTORS CAUCUS
CO-CHAIR

Mark R. George
President & Chief Executive Officer
Norfolk Southern Corporation
650 W. Peachtree Street NW
Atlanta, Georgia 30308

Dear Mr. George:

I write to share my concerns for the safety of my constituents who live, work, and travel along Norfolk Southern's rail lines in and through Blair County, Pennsylvania, located in Pennsylvania's 13th Congressional District.

As you may know, on October 23, eleven railcars derailed near a residential area in Altoona, Pennsylvania, including three tank cars that reportedly carried hazardous materials. This incident marked the fourth unique rail car derailment to occur and be publicly reported along Norfolk Southern rail lines in Blair County since February 2026. By comparison, to the best of my knowledge and understanding, from 2019 to 2025, there were a total of five publicly reported rail car derailments along Norfolk Southern's rail lines in Blair County.

Four publicly reported derailments along this specific rail corridor in just nine months are unprecedented and completely unacceptable.

To protect Blair County residents and all those who work and travel on these rail lines, I respectfully request your attention and timely response to the following questions:

1. Has Norfolk Southern investigated the cause of these derailments? If so, what cause or causes have been identified and what steps are being taken to prevent future derailments?
2. What is Norfolk Southern's standard operating procedure for notifying local communities, emergency management agencies, and law enforcement following a derailment?
 - How do these notification protocols change when hazardous materials are involved, and exactly how are local EMS and hazmat teams engaged?
 - Were these exact procedures successfully executed during all four Blair County derailments this year? If not, why?
3. What is Norfolk Southern's infrastructure remediation plan to resolve the causes of the Blair County derailments? If remedial track or equipment work is currently underway,

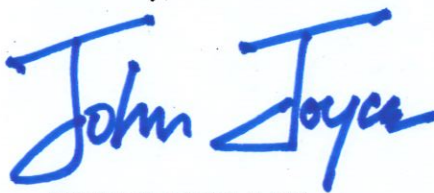
what is the exact timeline for completion, and what interim safety measures are in place to prevent another derailment during this phase?

4. Why did routine maintenance and safety inspections fail to preemptively identify the risks that led to four derailments in a nine-month period? Can you provide the inspection schedule and criteria used for this specific rail corridor over the past year?
5. Given the abnormal frequency of derailments in Blair County this year, what specialized, non-routine safety evaluations and risk assessments are being conducted in the immediate vicinity of the Horseshoe Curve?
6. The most recent derailment involved three tank cars containing hazardous materials. What enhanced, immediate safety protocols are Norfolk Southern implementing to protect Blair County residents from potential toxic spills?
 - Is Norfolk Southern considering rerouting hazardous materials away from this specific segment until the root causes of these derailments are identified and permanently fixed?
 - Given the Horseshoe Curve's proximity to critical bodies of water, what explicit containment plans and fail-safes are in place to protect the local water supply from contamination?

Norfolk Southern must do more to prevent these accidents and assure the local community that it can operate safely through Blair County's rail corridors. A timely response to these questions is critical to understanding how Norfolk Southern will fulfill that duty.

Thank you for your attention to this matter.

Sincerely,



JOHN JOYCE, M.D.
Member of Congress

JJ/tm