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June 3, 2016

Rachel D. Campbell, Director
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

ENTERED
Office of Proceedings
June 3, 2016
Part of
Public Record

Re: United States Rail Service Issues – Data Collection, Ex Parte 724 (Sub-No. 3)

Dear Ms. Campbell:

CSX's weekly submission on May 25, 2016 contains an update to the spreadsheet covering the week of May 7th to May 13th.

The original submission for that week did not include the numbers for item #5, Trains Held Short of Destination for Longer than 6 Hours. CSX's May 25th submission brings all CSX reporting up to date.

Respectfully submitted,

Paul R. Hitchcock

PRH/jsr

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: CSX	Year: 2016	Reporting Week:	Date Began: 5/7/2016	Date Ended: 5/13/2016
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1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	28.1
Grain unit	16.6
Coal unit	16.7
Automotive unit	21.7
Crude oil unit	26.1
Ethanol unit	21.9
Manifest	18.6
All Other	NA

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

System Average	24.7
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Cars Processed

Cincinnati, OH	29.7
Cumberland, MD	30.8
Hamlet, NC	30.2
Indianapolis, IN	32.7
Louisville, KY	29.1
Nashville, TN	30.6
Selkirk, NY	27.8
Toledo, OH	36.0
Waycross, GA	31.8
Willard, OH	30.7

3. Total Cars On Line by Car Type for the Reporting Week	
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Box	16,648
Covered hopper	52,367
Gondola	14,971
Intermodal	8,503
Multilevel (automotive)	11,020
Open hopper	45,984
Tank	45,105
Other	10,544
Total	205,142

4. Weekly Average Dwell Time at Origin for Loaded Unit Train Shipments Measured in Hours	
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Grain	20.4
Coal	9.0
Automotive	7.1
Crude Oil	n/a
Ethanol	5.7
All Other Unit Trains	16.3

CSX does not originate crude oil trains

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	2	0	0	0	0	Spacing; Congestion ahead; train ahead	2
Grain unit	5	7	0	1	4	Train Ahead; Congestion Ahead	17
Coal unit	1	6	0	3	18	Train Ahead; Plant Down; Congestion Ahead	28
Automotive unit	4	0	0	0	2	Foreign Road; Train Ahead; Congestion Ahead	6
Crude oil unit	0	0	0	0	0	Congestion Ahead	0
Ethanol unit	1	0	0	1	1	Congestion Ahead; Spacing; Train Ahead	3
Other unit	7	3	1	3	4	Foreign Hold; Train Ahead; Congestion Ahead	18
All other trains	7	4	1	0	8	Commuter Window; Congestion Ahead; Train Ahead	20
Total	27	20	2	8	37		94

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 (flat cars)	0	48	239	370
Grain	172	100	1,324	1,198
Coal	573	537	2,217	2,987
Crude Oil	1	116	61	33
Ethanol	27	10	318	196
Automotive	63	152	1,542	1,095
All Other	1,296	1,718	12,667	13,734