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October 22, 2014

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

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

Dear Ms. Campbell:

Enclosed for filing please find CSX Transportation, Inc.'s Explanation of Methodology for Deriving Submitted Data, as well as CSXT's first weekly submission in this proceeding.

Respectfully submitted,

A handwritten signature in black ink that reads "Paul R. Hitchcock". The signature is written in a cursive style with a prominent initial "P".

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. Ex Parte 724 (Sub No. 3)

UNITED STATES RAIL SERVICE ISSUES – DATA COLLECTION

CSX TRANSPORTATION, INC.
EXPLANATION OF METHODOLOGY FOR
DERIVING SUBMITTED DATA

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INTRODUCTION

On October 8, 2014 the Board issued an order in the above proceeding requiring Class I railroads to file with the Board certain described data related to that railroad's operations. It further directed certain Class I railroads, specifically including CSX Transportation, Inc., (CSX) to jointly submit data and other information relating to operations in the Chicago terminal.

The Board also ordered that, contemporaneously with its initial data filing, "each reporting railroad provide an explanation of its methodology for deriving the data." This submission explains the CSX methodology which will be used in the CSX reports to the Board.

EXPLANATION OF METHODOLOGY

As a preliminary matter, it is important to understand how "weekly" is defined. Except as otherwise specifically noted, CSX will use a Saturday through Friday reporting week, as many of its internal measurement systems are programmed with this as the standard reporting week.

1. Train Speed. CSX will report its system-average train speed by the following train types for the reporting week:
 - a. Intermodal
 - b. Grain unit
 - c. Coal unit
 - d. Automotive unit
 - e. Crude oil unit
 - f. Ethanol unit
 - g. Manifest
 - h. All other

CSX (and other Class I railroads) currently report train speed (i.e., velocity) on a weekly basis via the Railroad Public Measures (RPM) website (www.railroadpm.org). CSX will use the same methodology in this weekly filing, but with the addition of categories for crude oil, ethanol, and “all other” trains. As stated in the train speed definition on the RPM site, train speed measures the line-haul movement between terminals; terminal time is excluded. Local, passenger, maintenance of way trains and yard jobs are excluded from train speed measurements; they will not be included in the “all other” category.

It should be noted that crude oil, ethanol, and “all other” trains are currently measured in the train type categories: manifest, coal, and grain. When those trains are split out into their own categories, the speeds for manifest, coal, and grain trains may change slightly. Thus, train speed on the public measures website (using the original five train types) may show differences between train speeds reported in the STB submission filing and the public measures website for manifest, coal, and grain trains.

2. Terminal Dwell. CSX will report weekly average terminal dwell time for its system overall, and for its ten largest terminals. CSX will report the requested information at its ten largest terminals by number of cars processed. CSX will use the same methodology as currently used for the RPM website.
3. Total cars on line. CSX will report the requested information using the same methodology used for the RPM website.
4. Dwell time at origin for unit trains. To the extent the information is available, CSX will report dwell time at origin for loaded unit trains as time from “release to pull” from customer facility, except for coal unit trains, for which it will report release to departure from serving yards. CSX will report based on train ID, STCC, or CSX designated line of business, as cross matched against customer dwell reports and our internal dwell measures.
5. Trains held short. For trains held short of destination or scheduled interchange for over six hours, CSX will use its current daily “snapshot” of trains held as of approximately 0330 hours and manually combine field reports into a system-wide number with reasons held. Please note that a train will be counted on the date that it actually moves, so that there will be no double counts reported.
6. 120- / 48- hour cars. To the extent the information is available, CSX will report loaded cars and empty cars in revenue service that dwell (i) greater than 120 hours and (ii) greater than 48, but not over 120 hours. Cars will be reported by the requested classification based on a combination of STCC, train ID, and CSX line-of-business. A car will be counted on the calendar date that it actually moves, to avoid double counting. Please note that this may include some cars in trains reported in Request Number 5.
7. Grain cars loaded and billed by state. CSX will report all the requested information for originated shipments with the requested STCCs, other than those that may be moving in intermodal service or under its Food and Consumer lines of business. (For example, a

boxcar load of processed peas in cans will not be reported.) CSX will report all shipments that were submitted with 50 or more cars on a single O-D Pair bill of lading as Unit Train Service carloads. *

8. Outstanding car orders. CSX grain customers may order unit trains or individual cars. CSX will report these categories of capacity fulfillment separately.

Individual car orders.

CSX individual car orders will be reported on a Monday to Sunday basis.

During the Eastern peak grain shipping season of October through April (“Peak Season”) virtually all individual car orders are fulfilled through our car auction program, BidCSX. CSX will report weekly on the number of cars auctioned and the number of auction orders filled. (Auctions are conducted monthly for four or five weekly placement periods.) After Peak Season, customers typically will prefer not to order through the auction program, and will use the normal (no-charge) car ordering process. Accordingly, after Peak Season, CSX will begin reporting normal car orders outstanding as of Midnight each Sunday night.

To prevent over-ordering, CSX’s normal car ordering system automatically expires car orders at midnight on Sunday, and a new set of car orders is accepted beginning on Monday morning. Please note that outstanding car orders will be reported without considering the lead time given by customers.

Unit train capacity.

CSX meets with its unit grain train shipping customers prior to Peak Season. Based upon customer need and CSX available resources, a given number of train-sets is agreed to and provided for that customer’s use during Peak Season. The customer has the flexibility to order its train-sets for loading at any CSX origin. Sets are provided to the customer progressively as the Peak Season begins, based on the customer’s orders. The total train-set plan for Peak Season 2014/2015 is 78 train-sets. CSX will report weekly the current progress toward supplying up to 78 train-sets based on customer order date. *

9. Grain train performance. CSX grain trains do not operate as a “shuttle” nor do they operate in “loops” between origins and destinations. As requested by the customer, a train-set will be placed and will be transported to destination anywhere on CSX, or to a CSX interline connection. CSX does not recognize sub-regions within its service territory. All CSX grain train movements will therefore be reported for the entire CSX service region (Eastern Region).

* Data reported under Items 7 and 8 includes origins on unit-train-capable connecting short lines.

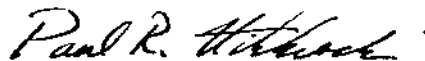
CSX measures grain train performance in terms of average Days Per Load (DPL) as a four week moving average. As it approached the grain season, CSX established a DPL goal of 17 DPL. Trains that are mid-cycle as of end of week will be reported for the week in which the trip is concluded.

10. Coal Loadings. CSX reports Originated Coal Loadings on a carload basis for trains loaded each week Saturday through Friday. CSX manages coal train orders through the CSX Unit Train Management System. The UTMS process is as follows: (1) customer requests, (2) mine agrees to load, (3) CSX activates the reservation, (4) CSX schedules the reservation, (5) the train is loaded. For the purpose of reporting to the STB, CSX will report cars loaded vs. cars scheduled each week. Please note that, as do hotels and airlines, CSX will schedule more reservations than can practicably be fulfilled by producers, receivers, and CSX.

CONCLUSION

CSX will notify the Board of any changes to the methodology adopted for reporting the requested data. In the event the Board has any questions regarding the above methodologies or any other aspect of CSX reporting pursuant to the October 8, 2014 Order, the Board's staff may contact the undersigned, who will promptly arrange a conference call with the knowledgeable CSX officer.

Respectfully submitted,



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Admitted in Ohio

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: CSX	Year: 2014	Reporting Week:	Date Began: 10/11/2014	
			Date Ended: 10/17/2014	

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	25.5
Grain unit	16.4
Coal unit	16.3
Automotive unit	19.2
Crude oil unit	17.5
Ethanol unit	17.0
Manifest	18.1
All Other	11.5

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.0

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Cars Processed	
Cincinnati, OH	30.2
Cumberland, MD	39.5
Hamlet, NC	26.4
Indianapolis, IN	37.5
Louisville, KY	29.7
Nashville, TN	38.9
Selkirk, NY	36.9
Toledo, OH	37.4
Waycross, GA	34.2
Willard, OH	32.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	18,804
Covered hopper	50,213
Gondola	14,085
Intermodal	8,148
Multilevel (automotive)	10,986
Open hopper	51,671
Tank	44,438
Other	8,974
Total	207,319

4. Weekly Average Dwell Time at Origin for Loaded Unit Train Shipments Measured in Hours	
Grain	34.0
Coal	18.1
Automotive	5.9
Crude Oil	n/a
Ethanol	n/a
All Other Unit Trains	17.9

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						Total
	Crew	Locomotive Power	Track Maintenance	Mechanical Issue	Other		
					Number	Briefly Explain Cause	
Intermodal	8	0	0	1	3	Foreign Hold; Train Ahead	12
Grain unit	9	22	4	5	10	Foreign Hold; Train Ahead; Congestion Ahead	50
Coal unit	21	73	3	3	61	Train Ahead; Plant Down; Congestion Ahead	161
Automotive unit	11	0	3	0	16	Foreign Road; Train Ahead; Congestion Ahead	30
Crude oil unit	13	0	0	1	20	Congestion Ahead	34
Ethanol unit	10	9	0	0	24	Congestion Ahead; Spacing; Train Ahead	43
Other unit	13	16	6	3	12	Foreign Hold; Train Ahead; Congestion Ahead	50
All other trains	39	0	2	3	47	Commuter Window; Congestion Ahead; Train Ahead	91
Total	124	120	18	16	193		471

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)	11	2	46	38
Grain	37	5	119	200
Coal	425	276	266	228
Crude Oil	0	0	10	116
Ethanol	0	0	82	80
Automotive	1	28	137	26
All Other	380	427	2,446	2,662

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: CSX	Year: 2014	Reporting Week:	Date Week Began: 10/11/2014 Date Week Ended: 10/17/2014
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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).

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	4	0	4
AZ	0	0	0
AR	0	0	0
CA	0	0	0
CO	0	0	0
CT	0	0	0
DE	0	0	0
FL	1	0	1
GA	0	0	0
ID	0	0	0
IL	733	622	111
IN	781	717	64
IA	0	0	0
KS	0	0	0
KY	77	6	71
LA	0	0	0
ME	0	0	0
MD	19	0	19
MA	0	0	0
MI	64	0	64
MN	0	0	0
MS	0	0	0
MO	79	79	0
MT	0	0	0
NE	0	0	0
NV	0	0	0
NH	0	0	0
NJ	0	0	0
NM	0	0	0
NY	27	0	27
NC	65	65	0
ND	0	0	0
OH	700	666	34
OK	0	0	0
OR	0	0	0
PA	0	0	0
RI	0	0	0

SC	2	0	2
SD	0	0	0
TN	24	0	24
TX	0	0	0
UT	0	0	0
VT	0	0	0
VA	0	0	0
WA	0	0	0
WV	0	0	0
WI	0	0	0
WY	0	0	0
Total	2,576	2,155	421

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: CSX	Year: 2014	Reporting Week:	Date Week Began:	10/13/2014
			Date Week Ended:	10/19/2014

8. For the aggregated STCCs in item 7, report by State the following: a. running total number of outstanding car orders (a car order equals one car); b. average number of days late for all outstanding car orders; c. total number of new car orders received during the past week; d. total number of car orders filled during the past week; and e. number of orders cancelled, respectively, by shipper and railroad during the past week.

State	a. Running Total Number of Outstanding Car Orders	b. Average Number of Days Late For All Outstanding Grain Car Orders	c. Number of New Car Orders	d. Number of Car Orders Filled	e.1. Number of Orders Canceled By Shipper	e.2. Number of Orders Canceled By Railroad
AL						
AZ						
AR						
CA						
CO						
CT						
DE						
FL						
GA						
ID						
IL						
IN						
IA						
KS						
KY	0	0	36	34	0	0
LA						
ME						
MD	0	0	20	9	0	0
MA						
MI						
MN						
MS						
MO						
MT						
NE						
NV						
NH						
NJ						
NM						
NY	0	0	24	13	0	0
NC						
ND						
OH						
OK						
OR						
PA						
RI						
SC						
SD						
TN						
TX						
UT						
VT						
VA						
WA						
WV						
WI						
WY						
TOTAL	0	0	80	56	0	0

