

EXPLANATION OF METHODOLOGY

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. System

CSX will report train speed as a measurement of 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.

CSX will not report velocity for a particular category unless four or more of a train type were operated during the week. Certain markets may fall into a dormant period or be integrated into manifest train service, and such a minimal amount of trains are not statistically significant for velocity purposes. For example, in a given week, CSX might not move four or more unit crude oil trains. In the weekly submission, whenever CSX moves less than four unit trains, CSX will provide an “N/A” indication with an explanation in the column to the right. Whenever CSX moves four or more of a train type, a numerical metric will be provided.

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.
3. Weekly average cars on line. CSX will report the weekly average of cars on line.
4. Dwell time at origin for unit trains. 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 we will report release to departure from serving yards. CSX will report based on train ID, STCC, or CSX designated line of business.

As annotated in Item 1 above, CSX will not report dwell time at origin for a particular category unless four or more of a train type were operated during the week. Certain markets may fall into a dormant period or be integrated into manifest train service, and such a minimal amount of trains are not statistically significant for dwell time at origin purposes.

5. Trains holding. For trains holding on the network, CSX will use its current daily “snapshot” of trains held as of approximately 0330 hours and manually combine field reports into a system-wide weekly average number of trains holding per day by cause (crew, locomotive

power, or other).

As annotated in Item 1 above, CSX will not report trains holding for a particular category unless four or more of a train type were operated during the week. Certain markets may fall into a dormant period or be integrated into manifest train service, and such a minimal amount of trains are not statistically significant for trains holding purposes.

6. Weekly average number of cars that have not moved in 48 hours or greater. CSX will report loaded cars and empty cars in revenue service that dwell for 48 hours or greater. Cars will be reported by the requested classification based on a combination of STCC, car type and CSX line-of-business.

CSX will report this statistic as the weekly average of seven daily same-time snapshots.¹

7. Grain cars loaded and billed by state. CSX will report all the requested information for 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.)
8. Outstanding car orders. CSX individual car orders will be reported on a Monday to Sunday basis.²

CSX's car ordering system automatically expires any unfilled car orders at midnight on the Sunday following the initial order week. Thus, the longest possible duration of a car order is from Monday of Week 1 until midnight on Sunday of Week 2, or up to 14 days. For each week being reported on:

 - a. The "Running Total of Car Orders Placed" will be the number of car orders placed by shippers during the week being reported on;
 - b. The "Running Total of Orders Filled" will be the total number of car orders filled during the week being reported on, irrespective of the date these orders were placed; and
 - c. The "Number of Orders That Are 1-10 Days Past Due" will be the number of orders that were placed during the week being reported on, but were unfilled as of the end of that week.
 - d. There will invariably be zero reported "orders that are... 11+ days past due" because CSX does not track the number of orders that it expires at the end of Week 2 under the railroad's grain car ordering policy.
 - e. CSX owned or leased cars that are designated to a specific customer and directed by such customer in a manner similar to a private car fleet are not managed by CSX on a car-order basis and will not be included.

¹ Prior to January 24, 2018, CSX reported the total weekly number of cars dwelling longer than 48 hours, rather than the daily average number of cars. Under that prior methodology, all loaded and empty cars that actually moved on a calendar date after having dwelled for 48 hours or greater during the reporting week, were counted in Item 6. After review with STB staff, CSX re-stated its reports between March 29, 2017 – January 17, 2018 to reflect the daily average number of cars in accordance with the EP 724 final rule.

² As specified in the "Reporting Week" section of CSX's EP 724 worksheet, Item 8 is reported on a Monday to Sunday basis, whereas all other metrics in CSX's EP 724 data are reported on a Saturday to Friday basis.

9. Coal Loadings. CSX reports Originated Coal Loading on an average 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. Accordingly, this measurement will (by design) never reach 100%.
10. Grain train performance. CSX grain trains do not operate as a “shuttle” nor do they operate in “loops” between origins and destinations. A train set will be placed as requested by the customer 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).
11. Carloads Originated and Received. CSX will report the number of carloads originated and received each week Saturday through Friday, categorized by 22 different commodities.

Furthermore, Fertilizer will be listed separately from the other commodities, as this is a subgroup of Chemicals. There is a list of STCC Codes laid out by the STB that define which carloads contain Fertilizer and should be classified as such.

The list of STCC Codes, as specified: (2871236, 2871235, 2871238, 2819454, 2812534, 2818426, 2819815, 2818170, 2871315, 2818142, 2818146, 2871244, 2819173, 287145, and 2871313).

CSX Train ID Methodology

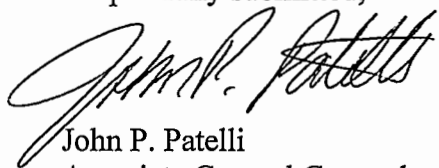
For purposes of managing its train operations network, CSX assigns a unique alpha-numeric code to each road and local train it operates. The alpha-numeric code identifies the type of train. All manifest and intermodal trains carry a Q - - - or L - - - designation, with specific numeric ranges for the two train types. Similarly, an N - - -, U - - -, T - - - or E - - - designation is applied to unit coal trains, a G - - - or V - - - is used for unit grain trains, and K - - - is used for ethanol and crude unit trains, with specific numeric ranges for the two train types.

In preparing its reports to the Surface Transportation Board pursuant to the Board’s order in Ex Parte 724 (Sub-No. 4) CSX uses its internal train designations to identify and categorize the required train operating data, including unit train reporting.

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 representative.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John P. Patelli". The signature is fluid and cursive, with the first name "John" being the most prominent.

John P. Patelli

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Admitted in Florida and Colorado