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November 5, 2014

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

ENTERED
Office of Proceedings
November 5, 2014
Part of
Public Record

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 weekly submission in this proceeding.

Respectfully submitted,

Paul R. Hitchcock

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: CSX	Year: 2014	Reporting Week:	Date Began: 10/25/2014	
			Date Ended: 10/31/2014	

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	26.4
Grain unit	18.0
Coal unit	17.3
Automotive unit	20.6
Crude oil unit	20.6
Ethanol unit	20.6
Manifest	18.4
All Other	8.2

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.6

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Cars Processed	
Cincinnati, OH	34.9
Cumberland, MD	41.7
Hamlet, NC	26.7
Indianapolis, IN	33.1
Louisville, KY	32.6
Nashville, TN	36.6
Selkirk, NY	35.9
Toledo, OH	40.7
Waycross, GA	30.9
Willard, OH	36.5

3. Total Cars On Line by Car Type for the Reporting Week	
Box	18,541
Covered hopper	49,806
Gondola	14,159
Intermodal	8,563
Multilevel (automotive)	10,863
Open hopper	51,084
Tank	43,927
Other	8,866
Total	205,809

4. Weekly Average Dwell Time at Origin for Loaded Unit Train Shipments Measured in Hours	
Grain	24.3
Coal	8.8
Automotive	4.4
Crude Oil	n/a
Ethanol	17.5
All Other Unit Trains	18.2

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						Total
	Crew	Locomotive Power	Track Maintenance	Mechanical Issue	Other		
					Number	Briefly Explain Cause	
Intermodal	0	0	3	0	0		3
Grain unit	4	11	7	6	5	Train Ahead; Spacing	33
Coal unit	20	28	6	2	23	Train Ahead; Spacing; Plant Down; Congestion Ahead	79
Automotive unit	10	0	4	0	2	Spacing; Train Ahead	16
Crude oil unit	5	1	1	1	11	Congestion Ahead; Train Ahead; Spacing	19
Ethanol unit	4	5	0	1	12	Congestion Ahead; Spacing; Train Ahead; Foreign Ahead	22
Other unit	16	3	2	1	9	Congestion Ahead; Spacing; Train Ahead; Foreign Ahead	31
All other trains	36	1	12	0	49	Congestion Ahead; Foreign Hold; Spacing	98
Total	95	49	35	11	111		301

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)	24	52	596	344
Grain	168	185	1,789	1,472
Coal	1,064	1,222	3,182	1,982
Crude Oil	2	6	44	257
Ethanol	76	70	278	596
Automotive	253	51	2,406	561
All Other	1,291	1,556	16,456	16,531