February 11, 2015

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 weekly submission in this proceeding.

Respectfully submitted,

[Signature]
# EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

<table>
<thead>
<tr>
<th></th>
<th>Year: 2015</th>
<th>Reporting Week:</th>
<th>Date Began:</th>
<th>Date Ended:</th>
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<td>Railroad: CSX</td>
<td></td>
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<td>1/31/2015</td>
<td>2/6/2015</td>
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## 1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

<table>
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<tr>
<th>Type</th>
<th>Speed (MPH)</th>
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<tbody>
<tr>
<td>Intermodal</td>
<td>27.3</td>
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<tr>
<td>Grain unit</td>
<td>17.9</td>
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<tr>
<td>Coal unit</td>
<td>18.0</td>
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<tr>
<td>Automotive unit</td>
<td>20.2</td>
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<tr>
<td>Crude oil unit</td>
<td>21.0</td>
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<tr>
<td>Ethanol unit</td>
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<tr>
<td>Manifest</td>
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<tr>
<td>All Other</td>
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## 2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains

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<th>System Average</th>
<th>Speed (MPH)</th>
</tr>
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<tr>
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<td>27.4</td>
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## 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Cars Processed

<table>
<thead>
<tr>
<th>Terminal</th>
<th>Speed (MPH)</th>
</tr>
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<tbody>
<tr>
<td>Cincinnati, OH</td>
<td>31.0</td>
</tr>
<tr>
<td>Cumberland, MD</td>
<td>47.5</td>
</tr>
<tr>
<td>Hamlet, NC</td>
<td>28.4</td>
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<tr>
<td>Indianapolis, IN</td>
<td>40.8</td>
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<tr>
<td>Louisville, KY</td>
<td>31.8</td>
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<tr>
<td>Nashville, TN</td>
<td>37.6</td>
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<tr>
<td>Selkirk, NY</td>
<td>49.1</td>
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<tr>
<td>Toledo, OH</td>
<td>44.2</td>
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<td>Waycross, GA</td>
<td>32.8</td>
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<tr>
<td>Willard, OH</td>
<td>40.1</td>
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</table>
### 3. Total Cars On Line by Car Type for the Reporting Week

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<tr>
<th>Car Type</th>
<th>Count</th>
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<tbody>
<tr>
<td>Box</td>
<td>18,793</td>
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<tr>
<td>Covered hopper</td>
<td>50,644</td>
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<td>Gondola</td>
<td>14,234</td>
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<tr>
<td>Intermodal</td>
<td>7,877</td>
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<td>Multilevel (automotive)</td>
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<td>Open hopper</td>
<td>49,511</td>
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<td>Tank</td>
<td>45,096</td>
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<tr>
<td>Other</td>
<td>8,564</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>205,358</strong></td>
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### 4. Weekly Average Dwell Time at Origin for Loaded Unit Train Shipments Measured in Hours

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Average Dwell Time</th>
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<tbody>
<tr>
<td>Grain</td>
<td>26.2</td>
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<tr>
<td>Coal</td>
<td>6.7</td>
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<tr>
<td>Automotive</td>
<td>5.9</td>
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<tr>
<td>Crude Oil</td>
<td>n/a</td>
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<tr>
<td>Ethanol</td>
<td>22.3</td>
</tr>
<tr>
<td>All Other Unit Trains</td>
<td>29.0</td>
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</tbody>
</table>

*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

<table>
<thead>
<tr>
<th>Train Type</th>
<th>Cause</th>
<th>Crew</th>
<th>Locomotive Power</th>
<th>Track Maintenance</th>
<th>Mechanical Issue</th>
<th>Other Briefly Explain Cause</th>
<th>Total</th>
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<tr>
<td>Intermodal</td>
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<td>Spacing; Congestion ahead; train ahead</td>
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<td>Grain unit</td>
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<td>Automotive unit</td>
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<td>Crude oil unit</td>
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<td>Ethanol unit</td>
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<tr>
<td>All other trains</td>
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### 6. Weekly Total Number of Loaded and Empty Cars in Revenue Service That Have Not Moved In:

<table>
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<tr>
<th>Train Type</th>
<th>Greater Than 120 Hours</th>
<th>Greater Than 48 but Less than or Equal to 120 Hours</th>
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<tbody>
<tr>
<td></td>
<td>Loaded</td>
<td>Empty</td>
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<tr>
<td>Intermodal (flat cars)</td>
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<td>Grain</td>
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<td>Ethanol</td>
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<td>22</td>
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<td>Automotive</td>
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<td>101</td>
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<tr>
<td>All Other</td>
<td>1,974</td>
<td>1,882</td>
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### EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

**Railroad:** CSX  
**Year:** 2015  
**Reporting Week:**

**Date Week Began:** 1/31/2015  
**Date Week Ended:** 2/6/2015

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.

<table>
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<tr>
<th>State</th>
<th>Total Grain Cars Loaded and Billed For All Ordering Systems</th>
<th>Total Grain Cars Loaded and Billed For Shuttle / Dedicated Train Service Ordering Systems</th>
<th>Total Grain Cars Loaded and Billed For Ordering Systems Other Than Shuttle / Dedicated Train Service</th>
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EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

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<tr>
<th>State</th>
<th>a. Running Total Number of Outstanding Car Orders</th>
<th>b. Average Number of Days Late For All Outstanding Grain Car Orders</th>
<th>c. Number of New Car Orders</th>
<th>d. Number of Car Orders Filled</th>
<th>e.1. Number of Orders Canceled By Shipper</th>
<th>e.2. Number of Orders Canceled By Railroad</th>
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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.
### EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

<table>
<thead>
<tr>
<th>Region (Please Specify Destination Region)</th>
<th>Plan</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern</td>
<td>17.0</td>
<td>13.9</td>
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</table>

#### Days per Load for Unit Grain Trains (Four-Week Moving Average)

<table>
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<tr>
<th>Region</th>
<th>Plan</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
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<tr>
<td>Illinois Basin</td>
<td>3,755</td>
<td>2,967</td>
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<tr>
<td>Uinta Basin</td>
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<tr>
<td>Northern Appalachia</td>
<td>5,543</td>
<td>5,097</td>
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<td>Central Appalachia</td>
<td>8,329</td>
<td>8,481</td>
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<tr>
<td>Southern Appalachia</td>
<td>1,412</td>
<td>1,111</td>
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