July 1, 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]

Paul R. Hitchcock
ASSOCIATE GENERAL COUNSEL

Admitted in OH - FL Authorized House Counsel
EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

|---------------|------------|-----------------|------------------------|------------------------|

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

<table>
<thead>
<tr>
<th>Type</th>
<th>Speed</th>
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<tbody>
<tr>
<td>Intermodal</td>
<td>27.2</td>
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<tr>
<td>Grain unit</td>
<td>17.4</td>
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<tr>
<td>Coal unit</td>
<td>17.2</td>
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<tr>
<td>Automotive unit</td>
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<tr>
<td>Crude oil unit</td>
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<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

| System Average | 24.1 |

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>Dwell Time</th>
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<tr>
<td>Cincinnati, OH</td>
<td>30.2</td>
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<td>Cumberland, MD</td>
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<td>Hamlet, NC</td>
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<td>Indianapolis, IN</td>
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<td>Louisville, KY</td>
<td>31.1</td>
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<td>Nashville, TN</td>
<td>31.6</td>
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<td>Selkirk, NY</td>
<td>27.6</td>
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<td>Willard, OH</td>
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### 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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<tr>
<td>Box</td>
<td>17,858</td>
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<tr>
<td>Covered hopper</td>
<td>50,903</td>
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<td>Gondola</td>
<td>14,752</td>
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<tr>
<td>Intermodal</td>
<td>7,967</td>
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<td>Multilevel (automotive)</td>
<td>10,762</td>
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<td>Open hopper</td>
<td>48,620</td>
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<td>Tank</td>
<td>43,278</td>
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<td>Other</td>
<td>9,048</td>
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<td><strong>Total</strong></td>
<td>203,188</td>
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### 4. Weekly Average Dwell Time at Origin for Loaded Unit Train Shipments Measured in Hours

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<th>Commodity</th>
<th>Average Dwell Time</th>
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<td>Ethanol</td>
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<td>All Other Unit Trains</td>
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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

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<th>Train Type</th>
<th>Cause</th>
<th>Other Briefly Explain Cause</th>
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<td></td>
<td>Crew</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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<td>Other unit</td>
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<td>All other trains</td>
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<td>Total</td>
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6. Weekly Total Number of Loaded and Empty Cars in Revenue Service That Have Not Moved In:

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<th>Greater Than 120 Hours</th>
<th>Greater Than 48 but Less than or Equal to 120 Hours</th>
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<tr>
<td></td>
<td>Loaded</td>
<td>Empty</td>
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<td>Intermodal (flat cars)</td>
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<td>Automotive</td>
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<td>All Other</td>
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<td>1,590</td>
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<td>State</td>
<td>Total Grain Cars Loaded and Billed For All Ordering Systems</td>
<td>Total Grain Cars Loaded and Billed For Shuttle / Dedicated Train Service Ordering Systems</td>
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</table>
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.

<table>
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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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### 9. Days per Load for Unit Grain Trains (Four-Week Moving Average)

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<th>Region (Specify Destination Region)</th>
<th>Plan</th>
<th>Actual</th>
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<tr>
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### 10. Weekly Coal Unit Train Car Loadings vs. Plan for the Reporting Week By Coal Production Region

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<th>Region</th>
<th>Plan</th>
<th>Actual</th>
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<tr>
<td>Northern Appalachia</td>
<td>4,139</td>
<td>3,983</td>
</tr>
<tr>
<td>Central Appalachia</td>
<td>8,892</td>
<td>8,153</td>
</tr>
<tr>
<td>Southern Appalachia</td>
<td>908</td>
<td>908</td>
</tr>
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