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July 13, 2016

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,

*Paul R. Hitchcock*

## EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

<b>Railroad: CSX</b>	<b>Year: 2016</b>	<b>Reporting Week:</b>	<b>Date Began:</b>	<b>7/2/2016</b>
			<b>Date Ended:</b>	<b>7/8/2016</b>

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

Intermodal	28.3
Grain unit	18.2
Coal unit	17.4
Automotive unit	22.4
Crude oil unit	25.3
Ethanol unit	23.6
Manifest	18.9
All Other	NA

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

System Average	26.8
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### 2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Cars Processed

Cincinnati, OH	31.2
Cumberland, MD	31.2
Hamlet, NC	27.2
Indianapolis, IN	34.1
Louisville, KY	29.8
Nashville, TN	34.2
Selkirk, NY	33.7
Toledo, OH	42.0
Waycross, GA	30.4
Willard, OH	32.6

<b>3. Total Cars On Line by Car Type for the Reporting Week</b>	
Box	16,746
Covered hopper	52,197
Gondola	15,181
Intermodal	8,494
Multilevel (automotive)	11,805
Open hopper	46,562
Tank	45,383
Other	10,495
Total	206,863

<b>4. Weekly Average Dwell Time at Origin for Loaded Unit Train Shipments Measured in Hours</b>	
Grain	20.7
Coal	17.5
Automotive	7.6
Crude Oil	N/A
Ethanol	4.2
All Other Unit Trains	15.7

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	1	0	0	Spacing; Congestion ahead; train ahead	1
Grain Unit	3	4	0	1	4	Train Ahead; Congestion Ahead	12
Coal Unit	8	3	3	5	17	Train Ahead; Plant Down; Congestion Ahead	36
Automotive Unit	6	0	0	0	9	Foreign Road; Train Ahead; Congestion Ahead	15
Crude Oil Unit	1	0	0	0	0	Congestion Ahead	1
Ethanol Unit	3	0	2	4	3	Congestion Ahead; Spacing; Train Ahead	12
Other Unit	4	2	1	3	4	Foreign Hold; Train Ahead; Congestion Ahead	14
All Other Trains	13	0	1	0	4	Commuter Window; Congestion Ahead; Train Ahead	18
<b>Total</b>	<b>38</b>	<b>9</b>	<b>8</b>	<b>13</b>	<b>41</b>		<b>109</b>

**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)	2	90	326	315
Grain	210	288	1,754	1,585
Coal	374	650	2,932	2,279
Crude Oil	57	31	212	40
Ethanol	21	57	481	247
Automotive	246	84	2,755	854
All Other	1,931	1,971	14,264	14,651

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Railroad: CSX	Year: 2016	Reporting Week:	Date Week Began: 7/2/2016 Date Week Ended: 7/8/2016
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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	9	0	9
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	0	0	0
GA	0	0	0
ID	0	0	0
IL	807	678	129
IN	273	242	31
IA	0	0	0
KS	0	0	0
KY	12	0	12
LA	0	0	0
ME	0	0	0
MD	0	0	0
MA	0	0	0
MI	842	781	61
MN	0	0	0
MS	0	0	0
MO	0	0	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	12	0	12
NC	0	0	0
ND	0	0	0
OH	218	179	39
OK	0	0	0
OR	0	0	0
PA	0	0	0
RI	0	0	0

SC	0	0	0
SD	0	0	0
TN	0	0	0
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
<b>Total</b>	<b>2,173</b>	<b>1,880</b>	<b>293</b>

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Railroad: CSX	Year: 2016	Reporting Week:	Date Week Began:	7/4/2016
			Date Week Ended:	7/10/2016

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						
LA						
ME						
MD						
MA						
MI						
MN						
MS						
MO						
MT						
NE						
NV						
NH						
NJ						
NM						
NY						
NC						
ND						
OH						
OK						
OR						
PA						
RI						
SC						
SD						
TN						
TX						
UT						
VT						
VA						
WA						
WV						
WI						
WY						
<b>TOTAL</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Region (Please Specify Destination Region)	Plan	Actual
Eastern	17.0	13.5

### 10. Weekly Coal Unit Train Car Loadings vs. Plan for the Reporting Week By Coal Production Region

Region	Plan	Actual
Powder River Basin	0	0
Illinois Basin	3,901	3,760
Uinta Basin	0	0
Northern Appalachia	468	294
Central Appalachia	4,553	4,188
Southern Appalachia	450	450