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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:</b> CSX | <b>Year:</b> 2017 | <b>Reporting Week:</b> | <b>Date Began:</b> 1/14/2017 |  |
|                      |                   |                        | <b>Date Ended:</b> 1/20/2017 |  |

| <b>1. System-Average Train Speed by Train Type for the Reporting Week (MPH)</b> |      |
|---|------|
| Intermodal  | 29.2 |
| Grain unit  | 16.6 |
| Coal unit   | 16.3 |
| Automotive unit   | 21.6 |
| Crude oil unit  | 28.4 |
| Ethanol unit  | 24.3 |
| Manifest  | 18.0 |
| All Other   | NA   |

| <b>2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains</b> |      |
|---|------|
| System Average  | 25.6 |

| <b>2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Cars Processed</b> |      |
|--|------|
| Cincinnati, OH   | 33.9 |
| Cumberland, MD   | 28.8 |
| Hamlet, NC   | 28.7 |
| Indianapolis, IN   | 33.8 |
| Louisville, KY   | 31.0 |
| Nashville, TN  | 36.8 |
| Selkirk, NY  | 31.5 |
| Toledo, OH   | 34.8 |
| Waycross, GA   | 33.8 |
| Willard, OH  | 33.2 |

| <b>3. Total Cars On Line by Car Type for the Reporting Week</b> |         |
|---|---------|
| Box   | 17,566  |
| Covered hopper  | 52,738  |
| Gondola   | 14,596  |
| Intermodal  | 7,732   |
| Multilevel (automotive)   | 11,516  |
| Open hopper   | 46,382  |
| Tank  | 47,615  |
| Other   | 11,687  |
| Total   | 209,831 |

| <b>4. Weekly Average Dwell Time at Origin for Loaded Unit Train Shipments Measured in Hours</b> |      |
|---|------|
| Grain   | 11.4 |
| Coal  | 9.6  |
| Automotive  | 6.5  |
| Crude Oil   | N/A  |
| Ethanol   | 0.1  |
| All Other Unit Trains   | 12.7 |

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       | 2         | 0                | 0                 | 0                | 0         | Spacing; Congestion ahead; train ahead         | 2          |
| Grain Unit       | 11        | 4                | 0                 | 3                | 9         | Train Ahead; Congestion Ahead                  | 27         |
| Coal Unit        | 18        | 1                | 1                 | 10               | 19        | Train Ahead; Plant Down; Congestion Ahead      | 49         |
| Automotive Unit  | 3         | 0                | 0                 | 0                | 4         | Foreign Road; Train Ahead; Congestion Ahead    | 7          |
| Crude Oil Unit   | 0         | 0                | 0                 | 0                | 1         | Congestion Ahead                               | 1          |
| Ethanol Unit     | 2         | 0                | 0                 | 5                | 4         | Congestion Ahead; Spacing; Train Ahead         | 11         |
| Other Unit       | 8         | 1                | 0                 | 6                | 3         | Foreign Hold; Train Ahead; Congestion Ahead    | 18         |
| All Other Trains | 22        | 2                | 7                 | 0                | 24        | Commuter Window; Congestion Ahead; Train Ahead | 55         |
| <b>Total</b>     | <b>66</b> | <b>8</b>         | <b>8</b>          | <b>24</b>        | <b>64</b> |  | <b>170</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) | 0                      | 38    | 234   | 191    |
| Grain                  | 157                    | 206   | 1,990   | 1,601  |
| Coal                   | 151                    | 422   | 1,896   | 2,947  |
| Crude Oil              | 0                      | 0     | 97  | 49     |
| Ethanol                | 32                     | 103   | 266   | 127    |
| Automotive             | 44                     | 305   | 1,575   | 1,347  |
| All Other              | 1,566                  | 2,168 | 14,408  | 15,922 |

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

|               |            |                 |  |
|---------------|------------|-----------------|--|
| Railroad: CSX | Year: 2017 | Reporting Week: | Date Week Began: 1/14/2017<br>Date Week Ended: 1/20/2017 |
|---------------|------------|-----------------|--|

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    | 0   | 0   | 0  |
| 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    | 797   | 708   | 89   |
| IN    | 787   | 768   | 19   |
| IA    | 0   | 0   | 0  |
| KS    | 0   | 0   | 0  |
| KY    | 102   | 90  | 12   |
| LA    | 0   | 0   | 0  |
| ME    | 0   | 0   | 0  |
| MD    | 8   | 0   | 8  |
| MA    | 0   | 0   | 0  |
| MI    | 618   | 581   | 37   |
| 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    | 13  | 0   | 13   |
| NC    | 169   | 155   | 14   |
| ND    | 0   | 0   | 0  |
| OH    | 366   | 328   | 38   |
| OK    | 0   | 0   | 0  |
| OR    | 0   | 0   | 0  |
| PA    | 0   | 0   | 0  |
| RI    | 0   | 0   | 0  |

|              |              |              |            |
|--------------|--------------|--------------|------------|
| SC           | 10           | 0            | 10         |
| 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>2,870</b> | <b>2,630</b> | <b>240</b> |

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

|               |            |                 |                  |            |
|---------------|------------|-----------------|------------------|------------|
| Railroad: CSX | Year: 2017 | Reporting Week: | Date Week Began: | 11/16/2017 |
|               |            |                 | Date Week Ended: | 1/22/2017  |

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>                                   |

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

|               |            |                 |                       |                       |
|---------------|------------|-----------------|-----------------------|-----------------------|
| Railroad: CSX | Year: 2017 | Reporting Week: | Date Began: 1/14/2017 | Date Ended: 1/20/2017 |
|---------------|------------|-----------------|-----------------------|-----------------------|

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

| Region<br>(Please Specify Destination<br>Region) | Plan | Actual |
|--|------|--------|
| Eastern  | 17.0 | 16.1   |
|  |      |        |
|  |      |        |
|  |      |        |
|  |      |        |
|  |      |        |
|  |      |        |
|  |      |        |
|  |      |        |
|  |      |        |
|  |      |        |
|  |      |        |
|  |      |        |

### 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      | 3,770 | 3,177  |
| Uinta Basin         | 0     | 0      |
| Northern Appalachia | 5,678 | 5,353  |
| Central Appalachia  | 5,638 | 5,312  |
| Southern Appalachia | 750   | 600    |