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ENTERED
Office of Proceedings
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Part of
Public Record

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

Railroad: CSX	Year: 2016	Reporting Week:	Date Began: 1/16/2016	
			Date Ended: 1/22/2016	

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	29.0
Grain unit	16.0
Coal unit	16.8
Automotive unit	22.5
Crude oil unit	26.6
Ethanol unit	24.1
Manifest	19.3
All Other	NA

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	30.2
Cumberland, MD	26.9
Hamlet, NC	29.0
Indianapolis, IN	31.7
Louisville, KY	29.6
Nashville, TN	34.5
Selkirk, NY	28.9
Toledo, OH	39.2
Waycross, GA	33.6
Willard, OH	32.7

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,949
Covered hopper	52,007
Gondola	14,564
Intermodal	8,331
Multilevel (automotive)	10,665
Open hopper	46,720
Tank	46,153
Other	9,661
Total	205,050

4. Weekly Average Dwell Time at Origin for Loaded Unit Train Shipments Measured in Hours	
Grain	10.1
Coal	6.7
Automotive	12.0
Crude Oil	n/a
Ethanol	15.9
All Other Unit Trains	22.2

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	3	0	0	0	1	Spacing; Congestion ahead; train ahead	4
Grain unit	5	8	1	1	16	Train Ahead; Congestion Ahead	31
Coal unit	8	9	0	1	40	Train Ahead; Plant Down; Congestion Ahead	58
Automotive unit	2	0	1	0	0	Foreign Road; Train Ahead; Congestion Ahead	3
Crude oil unit	0	1	0	0	2	Congestion Ahead	3
Ethanol unit	2	0	0	2	4	Congestion Ahead; Spacing; Train Ahead	8
Other unit	1	2	0	0	8	Foreign Hold; Train Ahead; Congestion Ahead	11
All other trains	24	1	2	0	20	Commuter Window; Congestion Ahead; Train Ahead	47
Total	45	21	4	4	91		165

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)	11	22	502	244
Grain	173	186	1,567	1,102
Coal	402	547	3,062	1,623
Crude Oil	12	3	16	36
Ethanol	67	1	106	250
Automotive	86	349	1,501	1,297
All Other	1,320	1,814	12,945	13,453