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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: 3/12/2016	
			Date Ended: 3/18/2016	

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	27.4
Grain unit	17.8
Coal unit	16.4
Automotive unit	21.3
Crude oil unit	26.0
Ethanol unit	21.6
Manifest	17.8
All Other	NA

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	25.7

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Cars Processed	
Cincinnati, OH	27.9
Cumberland, MD	29.5
Hamlet, NC	33.3
Indianapolis, IN	31.8
Louisville, KY	29.1
Nashville, TN	30.0
Selkirk, NY	29.4
Toledo, OH	32.7
Waycross, GA	40.6
Willard, OH	30.6

3. Total Cars On Line by Car Type for the Reporting Week	
Box	16,583
Covered hopper	53,224
Gondola	14,813
Intermodal	8,495
Multilevel (automotive)	11,382
Open hopper	47,031
Tank	46,448
Other	10,328
Total	208,304

4. Weekly Average Dwell Time at Origin for Loaded Unit Train Shipments Measured in Hours	
Grain	16.8
Coal	5.1
Automotive	9.6
Crude Oil	n/a
Ethanol	13.8
All Other Unit Trains	17.6

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	5	0	3	0	3	Spacing; Congestion ahead; train ahead	11
Grain unit	5	9	2	4	4	Train Ahead; Congestion Ahead	24
Coal unit	11	8	7	0	25	Train Ahead; Plant Down; Congestion Ahead	51
Automotive unit	1	0	0	0	5	Foreign Road; Train Ahead; Congestion Ahead	6
Crude oil unit	0	0	0	0	0	Congestion Ahead	0
Ethanol unit	1	2	1	2	5	Congestion Ahead; Spacing; Train Ahead	11
Other unit	11	1	1	4	7	Foreign Hold; Train Ahead; Congestion Ahead	24
All other trains	23	2	9	0	7	Commuter Window; Congestion Ahead; Train Ahead	41
Total	57	22	23	10	56		168

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)	16	35	334	208
Grain	148	174	1,554	1,430
Coal	823	554	2,078	2,437
Crude Oil	15	6	112	61
Ethanol	51	11	130	302
Automotive	111	94	2,205	1,010
All Other	1,531	1,795	14,643	16,310