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242867

March 28, 2017

Via E-Filing

Ms. Rachel Campbell
Director, Office of Proceedings
Surface Transportation Board
395 E St. SW
Washington, DC 20024

ENTERED
Office of Proceedings
March 28, 2017
Part of
Public Record

Re: Docket No. EP 724 (Sub No. 4) United States Rail Service Issues – Performance
Data Reporting

Dear Ms. Campbell:

Enclosed for filing please find CSX Transportation, Inc.'s Explanation of Methodology for
Deriving Data as required by new 49 CFR 1250.1(c).

Respectfully,

A handwritten signature in blue ink that reads "Paul R. Hitchcock". The signature is written in a cursive, flowing style.

Paul R. Hitchcock

PRH/jsr

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. EP 724 (Sub No. 4)
UNITED STATES RAIL SERVICE ISSUES – PERFORMANCE DATA REPORTING

CSX TRANSPORTATION, INC.
EXPLANATION OF METHODOLOGY FOR DERIVING DATA

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March 29, 2017

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. EP 724 (Sub No. 4)

UNITED STATES RAIL SERVICE ISSUES – PERFORMANCE DATA REPORTING

CSX TRANSPORTATION, INC.

EXPLANATION OF METHODOLOGY FOR DERIVING DATA

The Board's Order of November 29, 2016 adopted a new part 1250 to Title 49 of the Code of Federal Regulations. That order includes Section 1250.1(c) requiring each reporting railroad to "provide an explanation of its methodology for deriving the [reported] data with its initial filing..." That initial filing is due on March 29, 2017.

Attached is the required explanation of methodology to be used by CSX Transportation, Inc. (CSXT), including a description of how it defines unit trains. CSXT understands that if the methodology or definition of unit train changes it must notify the Board under the provisions of 49 CFR Sec. 1250.1 (c).

Respectfully submitted,



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March 29, 2017

CSX TRANSPORTATION EXPLANATION OF METHODOLOGY

1. Train Speed. CSX will report its system-average train speed by the following train types for the reporting week:
 - a. Intermodal
 - b. Grain unit
 - c. Coal unit
 - d. Automotive unit
 - e. Crude oil unit
 - f. Ethanol unit
 - g. Manifest
 - h. System

CSX (and other Class I railroads) currently report train speed (i.e., velocity) on a weekly basis via the Railroad Public Measures (RPM) website (www.railroadrpm.org). We will use the same methodology in this weekly filing, but with the addition of categories for crude oil, and ethanol. As stated in the train speed definition on the RPM site, train speed measures the line-haul movement between terminals; terminal time is excluded. Local, passenger, maintenance of way trains and yard jobs are excluded from train speed measurements.

It should be noted that crude oil and ethanol are currently measured in the train type categories: manifest, coal, and grain. When those trains are split out into their own categories, the speeds for manifest, coal, and grain trains may change slightly. Thus, train speed on the public measures website (using the original five train types) may show differences between train speeds reported in the STB submission filing and the public measures website for manifest, coal, and grain trains.

2. Terminal Dwell. CSX will report weekly average terminal dwell time for its system overall, and for its ten largest terminals. CSX will report the required information at its ten largest terminals by number of cars processed. We will use the same methodology as currently used for the RPM website.
3. Weekly average cars on line. CSX will report the requested information using the same methodology used for the RPM website.
4. Dwell time at origin for unit trains. To the extent the information is available, CSX will report dwell time at origin for loaded unit trains as time from “release to pull” from customer facility, except for coal unit trains, for which we will report release to departure from serving yards. CSX will report based on train ID, STCC, or CSX designated line of business, as cross matched against customer dwell reports and our internal dwell measures.

5. Trains held short. For trains held short of destination or scheduled interchange, CSX will use its current daily “snapshot” of trains held as of approximately 0330 hours and manually combine field reports into a system-wide number with reasons held. Please note that a train will be counted on the date that it actually moves, so that there will be no double counts reported. Trains reported under “dwell” will not be included in this report; again, to avoid double counting.
6. Weekly average number of cars that have not moved in 48 hours or greater. We will report loaded cars and empty cars in revenue service that dwell for 48 hours or greater. Cars will be reported by the requested classification based on a combination of STCC, train ID, and CSX line-of-business. A car will be counted on the calendar date that it actually moves, to avoid double counting. Please note that this may include some cars in trains reported in Request Number 5.
7. Grain cars loaded and billed by state. CSX will report all the requested information for shipments with the requested STCCs, other than those that may be moving in intermodal service or under its Food and Consumer lines of business. (For example, a boxcar load of processed peas in cans will not be reported.)
8. Outstanding car orders. CSX individual car orders will be reported on a Monday to Sunday basis. CSX’s car ordering system automatically expires any unfilled car orders at midnight on Sunday. The next week’s car orders are effective on the ensuing Monday morning, with customers having adjusted their orders to include any carry-over demand.
9. Coal Loadings. CSX reports Originated Coal Loading on an average carload basis for trains loaded each week Saturday through Friday. CSX manages Coal train orders through the CSX Unit Train Management System. The UTMS process is as follows: (1) customer requests, (2) mine agrees to load, (3) CSX activates the reservation, (4) CSX schedules the reservation, and (5) the train is loaded. For the purpose of reporting to the STB, CSX will report cars loaded vs. cars scheduled each week. Please note that, as do hotels and airlines, CSX will schedule more reservations than can practicably be fulfilled. Accordingly, this measurement will (by design) never reach 100%.
10. Grain train performance. CSX grain trains do not operate as a “shuttle” nor do they operate in “loops” between origins and destinations. A train set will be placed as requested by the customer and will be transported to destination anywhere on CSX, or to a CSX interline connection. CSX does not recognize sub-regions within its service territory. All CSX grain train movements will therefore be reported for the entire CSX service region (Eastern Region).
11. CSX will report the number of carloads originated and received each week, Saturday through Friday, broken down by the required 22 different commodity groupings.

In addition, Fertilizer will be listed separately. There is a list of STCC Codes established by the STB that define which carloads are to be classified as Fertilizer. The list of STCC Codes, as specified: (2871236, 2871235, 2871238, 2819454, 2812534, 2818426,

2819815, 2818170, 2871315, 2818142, 2818146, 2871244, 2819173, 287145, and 2871313). These STCC codes have historically been reported within the Chemicals commodity grouping, and to permit comparability of data over time, will continue to be so reported. Consequently, Fertilizer carloads will be included in the total Chemicals carloads in part 11i, and will also be broken out separately in part 11ii.

CSX Train ID Methodology

For purposes of managing its train operations network, CSX assigns a unique alpha-numeric code to each road and local train it operates. The alpha-numeric code identifies the type of train. Thus, for example, train Q156 designates an east-bound intermodal train that originates in Chicago and terminates in Kearney, NJ. All intermodal trains carry a Q 1- - designation. Similarly, a T- - - designation is applied to unit coal trains, G- - - is used for unit grain trains, and Q2- - is used for automotive trains.

In preparing its reports to the Surface Transportation Board pursuant to the Board's order in Ex Parte 724 (Sub-No. 4) CSX uses its internal train designations to identify and categorize the required train operating data, including unit train reporting.