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Admitted in FL & CO

May 18, 2022

Cynthia Brown, Chief
Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Re: Docket No. EP 770 (Sub-No. 1), *Urgent Issues in Freight Rail Service—Railroad Reporting*

Dear Ms. Brown:

Pursuant to the Board's order served May 6, 2022 in the above-captioned proceeding, enclosed please find the weekly performance data and explanation of methodology for CSX Transportation, Inc.

Sincerely,

A handwritten signature in blue ink that reads "John P. Patelli". The signature is fluid and cursive, with a small dot at the end.

John P. Patelli

CSXT EP 770-1 Explanation of Methodology

1. *The weekly average terminal dwell times, measured in hours, for the carrier's 11th through 20th largest terminals (to augment the system-wide data and the data currently reported for the ten largest terminals under 49 C.F.R. § 1250.2(a)(5)).*

Definition: The length of time in hours that a car spends from arrival at a profiled station/work order station to departure. The measure does not include cars that arrive and depart on the same road train ID where the train had a scheduled crew change or scheduled work event.

Notes: Same methodology as top 10 list of terminals; 11-20 chosen based on cars processed over the last 365 days.

2. *The weekly average number of train starts per day (to augment the weekly average number of trains held per day data currently reported under 49 C.F.R. § 1250.2(a)(5)), sorted by train type (intermodal, grain unit, coal unit, automotive unit, crude oil unit, ethanol unit, other unit, and manifest).*

Definition: Total number of starts in road service by type.

Notes: Number of crew starts on road trains; excludes yard, local and other non-road trains.

3. *The following information, reported separately for privately-owned, TTX-owned, and railroad-owned cars:*

- i. *Weekly average number of cars per day in storage:*

Definition: Count of cars in yard inventory for over 48 hours in a storage status.

- ii. *Weekly average number of cars per day in service with no mileage:*
- iii. *Weekly average number of cars per day in service with mileage:*

Definition: Count of cars that accumulated mileage for a given day. Cars without mileage are derived by subtracting the cars with mileage from the daily RAILINC cars online snapshot.

- iv. *Weekly average number of car miles per day:*
- v. *Aggregate number of car miles per week:*

Definition: Total reported car miles traveled by railcars on CSX track (excluding trailers, containers, MOW cars), divided by RAILINC cars online.

4. *With respect to recreds, for each operating division and for the system, the weekly number of unplanned recreds due to compliance with federal hours of service regulations and the recrew rate measured as a percentage of total crew starts.*

Definition: Distinct count of crews that were assigned to recrew jobs that failed to complete their work within their maximum work window.

5. *For each operating division and for the system, the percentage of scheduled spots and pulls that were fulfilled. (This is sometimes referred to in the industry as “Industry Spot and Pull.”)*

Definition: The percentage of customer cars placed and pulled successfully by yard and local jobs within the planned work window.

Notes: CSX evaluates performance against its operating plan by measuring the percentage of customer place, pull, intra-plant, or interchange delivery work successfully completed within the planned work window. Because this metric only requests information about spots and pulls, the reported data does not include intra-plant switches and cars planned to an interchange junction.

6. *For each operating division and for the system, the weekly average number of local trains cancelled per day, and the aggregate number of local trains cancelled per week, broken down by cause (crew, locomotive power, or other).*

Definition: The count of trains annulled per day.

7.

- i. *For rail cars moving in manifest service, the percentage of cars constructively or actually placed at destination within 24 hours of the original estimated time of arrival.*

Definition: Percentage of cars that arrived to their scheduled customer destination within 24 hours of the original ETA, including shipments that arrived over 24 hours early.

Notes: Reported data reflects CSX trip plan compliance measurement plus 24 hours for shipments scheduled to placement and arrival (excludes shipments destined for interchange).

- ii. *For the following types of unit trains (grain unit, coal unit, automotive unit, crude oil unit, and ethanol unit), the percentage of trains constructively or actually placed at destination within 24 hours of the original estimated time of arrival.*

Definition: Percentage of unit trains arriving within 24 hours of their profiled runtime to destination.

Notes: CSX does not schedule unit train service to destination in the same manner it does for manifest service. CSX is reporting arrival for unit trains within 24 hours of their profiled runtime to destination.

- iii. *For intermodal traffic, the percentage of trains that arrive at destination within 24 hours of the original estimated time of arrival. For movements involving more than one rail carrier in each of the specified categories, the destination for the upstream carrier shall be treated as the interchange location with the subsequent railroad.*

Definition: Percentage of intermodal trains arriving within 24 hours of their scheduled final arrival time.