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208945



WRITER'S DIRECT NUMBER
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September 17, 2003

By Hand Delivery – Original and 25 Copies

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
Room 700
1925 K Street, N.W.
Washington, D.C. 20423

Re: Finance Docket No. 33388: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail Inc. and Consolidated Rail Corporation: Decision No. 89, Appendix Q

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Office of Proceedings

SEP 22 2003

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Public Record

Petition of Extension of Time for Completion of Compliance with Environmental Condition 11

Dear Secretary Williams:

Norfolk Southern Corporation and Norfolk Southern Railway Company ("Norfolk Southern" or "NS") hereby request an extension of the time for completion of compliance with Environmental Condition 11 of Appendix Q of Decision No. 89 in the above-referenced proceeding with respect to rail line segments N-100 (Riverton Junction, VA to Roanoke, VA) and N-111 (Fola Mine, WV to Deepwater, WV).

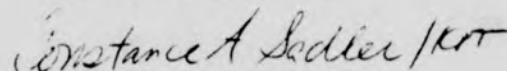
Pursuant to Environmental Condition 11, Applicants are required, with the written concurrence of the responsible local governments, to mitigate train wayside noise at the locations identified by the Surface Transportation Board in the Environmental Condition 11 table entitled "Receptors that Meet Wayside Noise Mitigation Criteria." Environmental Condition 11 further provides that the specific requirements of the condition "shall not apply to those communities that have executed Negotiated Agreements with Applicants that satisfy the communities' environmental concerns." In Decision No. 210 (served May 15, 2003), the Board granted NS an extension to September 22, 2003 for completion of its obligations under Environmental Condition 11 with respect to rail line segments N-100 in Virginia and N-111 in West Virginia.

The Honorable Vernon A. Williams
September 17, 2003
Page 2

In addition to obtaining Negotiated Agreements with eight local governments in Virginia and two local government in West Virginia, all of which have been accepted by the Board, Norfolk Southern has entered into settlement agreements with the owners of the eligible receptor structures earlier identified along N-100 and has undertaken field verification surveys along those portions of N-100 and N-111 that are not subject to community Negotiated Agreements and have not already been resolved through settlement agreements with eligible receptor structure owners. As a result of the field verification surveys, Norfolk Southern is now, with the assistance of local government representatives from each relevant jurisdiction, verifying ownership and eligibility criteria under Environmental Condition 11 for over 40 structures. Norfolk Southern has entered into settlement agreements with the owners of a number of those structures and is working diligently to contact the owners of the remaining eligible structures to provide settlement offers.

The process of completing the field surveys to verify the receptor locations along N-100 and N-111 that were not resolved through community Negotiated Agreements and to verify ownership and other eligibility criteria under Environmental Condition 11 has required more time than anticipated. In order to complete the settlement process and, if necessary, implement the noise mitigation protocol developed by NS and CSX and approved by SEA for any owners of eligible structures along N-10 or N-111 who may elect instead to have Norfolk Southern install sound insulation inside the structures, Norfolk Southern believes that an additional six months is necessary and warranted. Accordingly, Norfolk Southern requests that the current September 22, 2003 implementation date established by the Board be extended until March 22, 2004 in order to complete the Environmental Condition 11 noise mitigation requirements for rail line segments N-10 and N-111.

Respectfully submitted,



Constance A. Sadler

cc: Victoria J. Rutson, SEA
Bruno Maestri, Norfolk Southern Corporation

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ANGELINI, VINIAR & FREEDMAN, L.L.P.

Attorneys at Law
70 Euclid Street
P.O. Box 751
Woodbury, NJ 08096

Michael A. Angelini
Carl B. Viniar
Richard P. Freedman +

James P. Pierson
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Cherry Hill, NJ 08034

(856) 429-0020
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August 11, 2003

Secretary Vernon A. Williams
Office of the Secretary
Case Control Branch
ATTN: STB Finance Docket No. 33388
1925 K Street, NW
Washington, DC 20423-0001



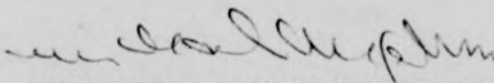
Re: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail Inc. and Consolidated Rail Corporation

Dear Mr. Williams:

Enclosed please find an original and 25 copies of a Notice of Intent to Participate seeking to substitute my firm as counsel to the South Jersey Transportation Planning Organization for the firm of Guccio, Pepper, Giovinazzi, DeSanto & Farnoly, P.A. Please remove the Guccio law firm complete and continue to send notices, etc. to my attention. Thank you for your kind courtesy and cooperation.

Very truly yours,

ANGELINI, VINIAR & FREEDMAN, LLP

By: 
MICHAEL A. ANGELINI, SENIOR
SPECIAL COUNSEL - SJTA

MAA/dls
Enclosures

cc: Tim Chelius, SJTPO Executive Director

ENTERED
Office of Proceedings

AUG 18 2003

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ANGELINI, VINIAR & FREEDMAN, LLP
70 Euclid Street
P.O. Box 751
Woodbury, NJ 08096
(856) 853-8500
Attorneys for South Jersey Transportation Planning Organization



Michael A. Angelini
Michael A. Angelini, Esquire

**SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C.**

Finance Docket No. 33388

**CSX Corporation and CSX Transportation Inc.
Norfolk Southern Corporation
and
Norfolk Southern Railway Company
Control and Operating Leases/Agreements
Conrail Inc. and Consolidated Rail Corporation**

NOTICE OF INTENT TO PARTICIPATE

Please enter the appearance of the undersigned counsel on behalf of the South Jersey Transportation Planning Organization ("SJTPO"), acting on behalf of the southern district of the State of New Jersey, which intends to participate and become a party of record in this proceeding. Pursuant to 49 C.F.R. § 1104.12, service of all documents filed in this proceeding should be made upon the undersigned.

Please also remove the appearance of the law firm Gruccio, Pepper, Giovinazzi, DeSanto & Farnoly, P.A., 817 Landis Avenue, CN 1501, Vineland, NJ 08360 as they are no longer counsel for the SJTPO.

Dated this 11th day of August 2003.

ANGELINI, VINIAR & FREEDMAN, LLP

ANGELINI, VINIAR &
FREEDMAN
Attorneys-At-Law
70 Euclid Street
Woodbury, NJ 08096

ENTERED
Office of Proceedings
AUG 18 2003
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Public Record

By: Michael A. Angelini
MICHAEL A. ANGELINI, ESQUIRE

STB

FD-33388

07/14/03

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THOMAS M. AUCHINCLOSS, JR.
LEO C. FRANEY
KEITH G. O'BRIEN
BRYCE REA, JR.
BRIAN L. TROIANO

ENTERED
Office of Proceedings

JUL 14 2003

Part of
Public Record

DONALD E. CROSS (1923-1996)

208370

July 14, 2003



Hon. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

Re: STB Finance Docket No. 33388 (Sub-No. 91)
CSX Corporation and CSX Transportation, Inc.
Norfolk Southern Corporation and Norfolk
Southern Railway Company – Control and
Operating Leases/Agreements – Conrail, Inc.
and Consolidated Rail Corp.,
[General Oversight]

Dear Secretary Williams:

Enclosed for filing and appropriate consideration in the above matter is the original and 25 copies of the Verified Statement of Jeffery K. Stover, Executive Director of SEDA-COG Joint Rail Authority.

Respectfully submitted,

Keith G. O'Brien
Counsel for SEDA-COG Joint Rail Authority

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**STB FINANCE DOCKET NO. 33388 (SUB-NO. 91)
CSX CORPORATION AND CSX TRANSPORTATION, INC.
NORFOLK SOUTHERN CORPORATION AND NORFOLK
SOUTHERN RAILWAY COMPANY - CONTROL AND
OPERATING LEASES/AGREEMENTS - CONRAIL, INC.
AND CONSOLIDATED RAIL CORPORATION.**



[GENERAL OVERSIGHT]

VERIFIED STATEMENT OF JEFFERY K. STOVER

ENTERED
Office of Proceedings
JUL 14 2003
Part of
Public Record

Keith G. O'Brien
Rea, Cross & Auchincloss
1707 L Street, NW
Suite 570
Washington, DC 20036
(202) 785-3700

Counsel for: SEDA-COG Joint
Rail Authority

DATED: July 14, 2003

ORIGINAL

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



**STB FINANCE DOCKET NO. 33388 (SUB-NO. 91)
CSX CORPORATION AND CSX TRANSPORTATION, INC.
NORFOLK SOUTHERN CORPORATION AND NORFOLK
SOUTHERN RAILWAY COMPANY - CONTROL AND
OPERATING LEASES/AGREEMENTS - CONRAIL, INC.
AND CONSOLIDATED RAIL CORPORATION**

(GENERAL OVERSIGHT)

VERIFIED STATEMENT OF JEFFERY K. STOVER

My name is Jeffery K. Stover and I am Executive Director of the SEDA-COG Joint Rail Authority ("JRA") that is affiliated with the SEDA-Council of Governments. JRA is a municipal authority formed in 1983 and currently consists of eight county members. The Authority owns lands, rights-of-way and railroad tracks and contracts with short line rail operator(s) which in turn provide responsive rail service to shippers within our region. JRA's mission is to preserve and foster rail service in Central Pennsylvania and to further economic development through retention, improvement and expansion of the infrastructure and the rail service it supports.

Commencing with acquisition of two lines in 1984, the JRA now owns five rail lines that handle about 30,000 carloads of traffic a year. By preserving these lines and fostering ready availability of responsive rail service JRA has been in the forefront of

economic development actively and expansion of employment in Central Pennsylvania over the past two decades.

Our rail lines are operated by North Shore Railroad Company, Juniata Valley Railroad Company, Nittany & Bald Eagle Railroad Company, Lycoming Valley Railroad Company and Shamokin Valley Railroad Company. All of these Class III railroads operate pursuant to contracts with JRA and are managed by Mr. Richard D. Robey. Because of the vital importance of responsive rail service throughout the region served by JRA we maintain a close working relationship with our operator. This relationship includes regular reports from Mr. Robey and his staff concerning service and maintenance of our lines.

In addition to our primary commitment to fostering responsive rail service for our region, JRA does have a residual common carrier service obligation for all our lines. For these reasons we are resolved to continue an effective working relationship with Norfolk Southern Corporation ("NS") since all of our lines connect with NS. We work closely with our member counties, the short line operator and NS on economic and industrial development projects that are important to our region. We also endeavor to be aware of near and long-term rail service requirements of our shipper constituents. In so doing we believe that we have achieved an effective public/private rail service partnership that will continue to demonstrate the ability to meet the changing needs of our region.

In our verified statement submitted last year JRA noted that transition problems have been resolved or they are being managed to the extent that they no longer present service problems for JRA. In recognition of significant progress JRA supported discontinuance of any further oversight reporting requirements for NS.

We also noted that our previously expressed concerns arising out of pre-acquisition service commitments by NS had not been resolved. Because of the complexity of service arrangements related to pre-acquisition commitments those issues continue to be a serious concern.¹

Although discussions with NS have not progressed to a meaningful resolution we will continue to exert our best efforts to foster meaningful commitment to long term solutions and results that will be beneficial to all interested parties including NS, JRA and its rail operators and the rail dependent shippers in the region we serve. JRA believes that such results will be a key factor in continued economic development and vitality in the counties served by JRA lines.

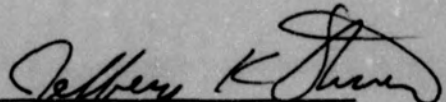
JRA appreciates the Board's interest and oversight of acquisition related developments.

¹ JRA understands that constituent shippers are now endeavoring to determine the effect of acquisition related service arrangements on individual shipper traffic movements and service expectations. At the same time several of these rail shippers have expressed continuing concerns about the extent of acquisition based service relationships that have been established with respect to the JRA and related rail lines. Their separate supporting statements are attached. The separate supporting statements of another rail owner whose lines are operated by another railroad controlled by Mr. Robey is also attached.

VERIFICATION

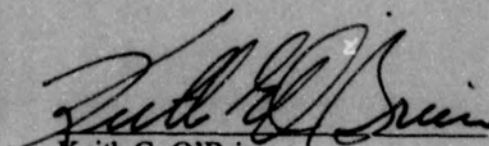
I, Jeffery K. Stover, declare under penalty of perjury, that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed On July 10, 2003.


Jeffery K. Stover

CERTIFICATE OF SERVICE

I hereby certify that I have, this 14th day of July, 2003, served copies of the foregoing by first class mail, postage prepaid, upon all parties of record.


Keith G. O'Brien

BEFORE THE
SURFACE TRANSPORTATION BOARD
STB FINANCE DOCKET NO. 33388 (Sub-No. 91)

**CSX CORPORATION AND CSX TRANSPORTATION, INC.
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
--CONTROL AND OPERATING LEASES/AGREEMENTS--
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION**

(General Oversight)

JOINT STATEMENT OF SHIPPERS

Each of the undersigned is a shipper located on lines of railroad operated by North Shore Railroad Company and its affiliates (collectively, "NSHR")¹, and owned by either the SEDA-COG Joint Rail Authority ("SEDA-COG"), West Shore Railroad, or Lewisburg and Buffalo Creek Railroad.

The undersigned shippers participated in last year's oversight proceeding to raise concerns about a trackage rights agreement that had been entered into between NSHR and Norfolk Southern Railway Company ("NS"), and to share their view that the agreement was not consistent with the original settlement made between NS and NSHR that was a condition of the approval of the transaction.

At the time of last year's oversight proceeding, there were ongoing negotiations and the parties were hopeful that a mutually agreeable resolution could be reached. Unfortunately, no changes were made, and there are no currently scheduled negotiations. Instead, NS and NSHR have agreed to provisions that will attempt to implement the terms and restrictions of the trackage rights agreement. The undersigned shippers have not yet been advised of the affects this will have on the traffic they have developed since the Split Date. However, they object to NS and NHR taking any steps to implement an agreement that is not consistent with the original settlement.

¹ For the purposes of this statement, NSHR refers to the following Class III railroads: North Shore Railroad Company, Juniata Valley Railroad Company, Nittany & Bald Eagle Railroad Company, Lycoming Valley Railroad Company, Shamokin Valley Railroad Company and Union County Industrial Railroad Company. All of the railroads are under the common control of Richard Robey.

For the Board's convenience, the shippers restate the background and substance of the position they set forth last year as follows:

One of the major selling points of the Conrail transaction was that many shippers (and the shortlines that serve them) were going to have access to two Class I carriers instead of just Conrail. In June, 1997, Norfolk Southern Railway Company ("NS") and NSHR entered into a settlement under which NSHR would, among other rights, be given direct access to the Canadian Pacific ("CP") system at Sunbury, Pennsylvania, to interchange traffic moving to CP local points and points on railroads interchanging only with CP.² In return NSHR agreed to support the proposed split of Conrail. Based on the settlement, SEDA-COG and various shippers also supported the transaction. NS's compliance with the settlement became a condition of the approval of the transaction. See Decision No. 89, p. 105 and ordering paragraph no. 19.

On June 1, 1999 ("Split Date"), Conrail was split between NS and CSX. NSHR and NS entered into temporary interim arrangements that allowed traffic to begin moving directly between the CP system and NSHR at Sunbury. The undersigned shippers began to take advantage of the interchange and to move traffic to and from the CP system that they understood was covered under the settlement. (The shippers understood that they could ship to and from the CP system with CP system being broadly defined in the same way that CP was defined in the CP/NS settlement agreement).³ Traffic continued to move in this manner, for over two years.

In the interim, after Split Date, NSHR continued to try to negotiate a formal agreement with NS. However, they were unable to do so because of restrictions that NS insisted on including in the agreement. In the first round of this Oversight Proceeding, both NSHR and SEDA-COG filed comments detailing their frustrations over NS's attempts to limit the points on CP that could be origin or

² Later in the proceeding, NS entered into a separate settlement with CP which granted indirect access to CP - the access to CP is only through Harrisburg, Pennsylvania, with NS handling the traffic between Harrisburg and Sunbury for a fixed handling charge.

³ As the shippers understand it, under the CP/NS settlement agreement, the CP system is defined broadly to include local points on CP, railroads that are later spun off from CP, and railroads that had been spun off from CP over the previous ten years. Railroads spun off over the last ten years include I&M Rail Line ("IMRL"), New Brunswick Southern, CDAC, Ottawa Valley, Quebec & Gastineau, and Twin City & Western. Although not spinoffs of the CP system, the CP/NS agreement also provides access to points on Ontario Northern and Bangor and Aroostook Railroad.

destination points of the traffic, the types of traffic that could be handled, and the time period of the agreement.

In July, 2001, SEDA-COG and the shippers first learned that NSHR had reached a tentative agreement with NS; however, the specific terms of the trackage rights agreement that would implement the settlement were not disclosed. Nor was it initially disclosed to SEDA-COG or the shippers that the negotiated terms were far different than those NSHR and SEDA-COG were seeking only a year before. Despite objections to the proposed trackage rights agreement raised by both SEDA-COG and the shippers, on August 21, 2001, without any changes apparently having been made, NSHR notified the Board that they had reached a final agreement with NS over the terms of an agreement to implement the settlement.

The undersigned shippers object to the terms of the trackage rights agreement that has purportedly been reached between NSHR and NS on the basis that they are inconsistent with the original settlement which was made a condition of the transaction. Based upon the description of the terms of the settlement,⁴ the shippers object to the proposed trackage rights settlement because it fails to include the following terms:

- (1) Either SEDA-COG, as the owner of the rail line should be a party to the settlement agreement, or the agreement should be assignable to SEDA-COG or any successor operators of its lines in the event NSHR are no longer the operators;
- (2) The term should be unlimited, or should be renewable at the option of SEDA-COG and its operator(s); early termination provisions must be eliminated;
- (3) The definition of traffic that can be interchanged with CP under the settlement agreement should cover all traffic similar to the traffic that was interchanged at Sunbury between NSHR and CP between June 1, 1999 and June 30, 2001; and
- (4) The definition of traffic that can be interchanged with CP under the settlement agreement should be consistent with the traffic that is covered under the CP/NS settlement agreement.

⁴ Despite repeated requests by the shippers, NSHR has refused to provide a copy of the trackage rights agreement. The shippers understand that NSHR and NS have recently provided a copy of the agreement to SEDA-COG under terms of a strict confidentiality agreement that does not permit the agreement to be shared with the shippers.

The undersigned shippers are the parties most affected by the settlement and the proposed trackage rights agreement. The shippers understand that SEDA-COG is continuing to negotiate with both NS and NSHR to address these issues. The shippers support the negotiations and are hopeful that the results will be beneficial for all of the concerned parties.

Although negotiations are continuing, the affected shippers believe that it is imperative that the Board make clear that it retains jurisdiction to review any agreements that purport to implement settlements that were a condition of approval of the Conrail transaction (including the agreement between NSHR and NS), whether or not the formal oversight proceeding is continued.

The undersigned shippers are concerned that this matter has yet to be satisfactorily resolved. They hope that NS will commit to meet with SEDA-COG, the other rail owners and the shippers for meaningful discussions to try to reach a mutually agreeable solution to the concerns that have been raised about the interchange restrictions that have been imposed. Subject to the foregoing, the undersigned shippers support the comments of SEDA-COG to which this statement is attached.

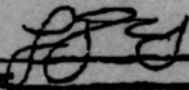
SHIPPER

Shipper AG-Resources Inc

The above referenced shipper joins in the foregoing statement

I, Laura Eby of AG Resources verify under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to sign the foregoing document.

Executed on July 11, 2003.


Laura Eby

AG-Resources Inc. 10000 10th St. Suite 1000, Denver, CO 80202

JOINDER

Shipper: AGWAY, INC

The above referenced shipper joins in the foregoing statement.

I, Peter DEL Gobbo of AGWAY, INC verify under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file the foregoing document.

Executed on July 11, 2003.

Peter DEL Gobbo
Name: Pete Del Gobbo

AGWAY, INC. Discontinued by the Shipper. Shipper's copy

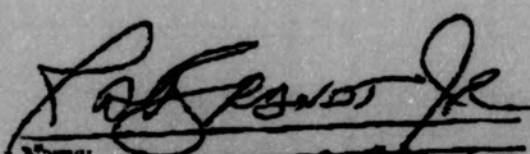
JOINDER

Shipper: BRANDT MILLS INC

The above referenced shipper joins in the foregoing statement.

I, RICHARD BRANDT of BRANDT MILLS verify under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file the foregoing document.

Executed on 7/11, 2003.


Name: RICHARD A BRANDT JR
Pres

[Small, illegible text]

JOINDER

Shipper: Clark's Feed Mills, Inc.

The above referenced shipper joins in the foregoing statement.

I, Dennis Reitz of Clark's Feed Mills, Inc. verify under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file the foregoing document.

Executed on July 11, 2003.

Dennis Reitz
Name: Dennis Reitz

JOINDER

Shipper: Cooperative Feed Dealers, Inc.

The above referenced shipper joins in the foregoing statement.

I, Lon P. Stephens of Cooperative Feed Dealers verify under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file the foregoing document.

Executed on July 11, 2003.

Lon P. Stephens
Name: Lon P. Stephens

~~McWickys, Chicago, Illinois, 60606, Illinois, U.S.A.~~

Jul 11 2003 13:30 P.01

CO-OP FEED DEALERS Fax: 607-6519363

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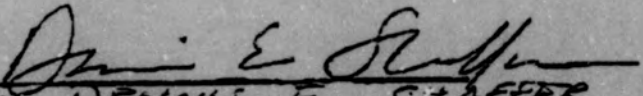
JOINDER

Shipper PA Distribution

The above referenced shipper joins in the foregoing statement.

I, Dennis Shaffer of PA Distribution verify under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file the foregoing document.

Executed on 7-11, 2003.


Name: DENNIS E. SHAFER

~~***** Distribution - *****~~

BEFORE THE
SURFACE TRANSPORTATION BOARD
STB FINANCE DOCKET NO. 33388 (Sub-No. 91)

**CSX CORPORATION AND CSX TRANSPORTATION, INC.
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
--CONTROL AND OPERATING LEASES/AGREEMENTS--
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION**

(General Oversight)

STATEMENT OF RAIL LINE OWNER

As stated in last year's proceeding, West Shore Railroad ("Rail Owner"), like the SEDA-COG Joint Rail Authority ("SEDA-COG"), owns rail lines operated by Union County Industrial Railroad, one of the affiliates of North Shore Railroad Company (collectively, "NSHR")¹. Rail Owner thus has the same concerns as SEDA-COG about the proposed settlement entered into between NSHR and Norfolk Southern Railway ("NS"), and the lack of satisfaction of the concerns raised with NS.

Further, to the extent the shippers on the lines of Rail Owner have expressed concerns about the terms of the settlement in their Joint Statement, Rail Owner expresses its support for the changes the shippers believe are necessary to fulfill the terms of the original settlement between NSHR and NS.

Rail Owner understands that there are not currently any negotiations scheduled between NS and either the rail line owners or the shippers. Rail Owner would support additional negotiations with NS in the hope that changes would be made in the settlement that would benefit all of the concerned parties.

¹ For the purposes of this statement, NSHR refers to the following Class III railroads: North Shore Railroad Company, Juniata Valley Railroad Company, Nittany & Bald Eagle Railroad Company, Lycoming Valley Railroad Company, Shamokin Valley Railroad Company and Union County Industrial Railroad Company. All of the railroads are under the common control of Richard Robey.

I, Noah Brubaker of West Shore Railroad verify under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file the foregoing document.

Executed on 11 July 2003.

Noah M. Brubaker
Noah Brubaker
Title: Track supervisor

Alt:V:\Info\PA Distribution\Index-2\mmsci_Convert.asp

07/11/2003 FRI 15:07 [TX/RX NO 5359] 008

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TROUTMAN SANDERS LLP

ATTORNEYS AT LAW
A LIMITED LIABILITY PARTNERSHIP

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William A. Mullins
william.mullins@troutmansanders.com

Direct Dial: 202-274-2953
Direct Fax: 202-654-5521

July 9, 2003



Honorable Vernon A. Williams
Office of the Secretary
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

RE: **Change of Counsel/Change of Address**

Dear Secretary Williams:

Effective **Monday, July 14, 2003**, William A. Mullins and David C. Reeves will join the law firm of:

Baker & Miller PLLC
915 Fifteenth Street, NW
Suite 1000
Washington, DC 20005-2318
TEL: (202) 637-9499
FAX: (202) 637-9394
wmullins@bakerandmiller.com
dreeves@bakerandmiller.com

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Office of Proceedings

JUL 09 2003

Part of
Public Record

Please update the Board's records to substitute Baker & Miller PLLC as counsel of record for all proceedings included on the enclosed list, and to reflect that Troutman Sanders LLP will no longer be counsel of record for clients represented by Messrs. Mullins and Reeves as noted on the enclosed list of proceedings in which either or both have entered an appearance. However, with respect to Finance Docket No. 33388 and 33388 (Sub No. 91), Baker and Miller should be shown as counsel of record for Gateway Western Railway Company and Troutman Sanders LLP should remain as counsel of record for New York State Electric and Gas.

Copies of any STB notices, pleadings or other correspondence related to these proceedings after July 11, 2003 should be sent to the attention of Messrs. Mullins or Reeves at Baker & Miller PLLC (at the address listed above).

All known parties of record in the proceedings listed on the enclosure have been sent a copy of this change of counsel/change of address notification.

Sincerely yours,

William A. Mullins

and

David C. Reeves

Enclosure

**Change of Counsel/Change of Address Notification
for**

William A. Mullins and David C. Reeves

Effective Monday, July 14, 2003

**Baker & Miller PLLC
915 Fifteenth Street, NW
Suite 1000
Washington, DC 20005-2318**

TEL: (202) 637-9499

FAX: (202) 637-9394

Docket No. Ex Parte No. or Finance Docket No.	List of Proceedings Before the STB
Docket No. AB-468 (Sub-No. 5X)	Paducah & Louisville Railway, Inc. - Abandonment Exemption - In McCracken County, KY
F.D. No. 34342	Kansas City Southern - Control - The Kansas City Southern Railway Company, Gateway Eastern Railway Company, And The Texas Mexican Railway Company
F.D. No. 34335	Keokuk Junction Railway Company - Feeder Railroad Development Application - Line Of Toledo, Peoria & Western Railway Corporation Between La Harpe And Hollis, IL
F.D. No. 34178	Dakota, Minnesota & Eastern Railroad Corporation And Cedar American Rail Holdings, Inc. - Control - Iowa, Chicago & Eastern Railroad Company
F.D. No. 34177	Iowa, Chicago & Eastern Railroad Company - Acquisition And Operation Exemption - Lines Of I&M Rail Link, LLC
F.D. No. 34015	Waterloo Railway Company - Acquisition Exemption - Bangor and Aroostook Railroad Company and Van Buren Bridge Company
F.D. No. 34011	Canadian National Railway Company - Trackage Rights Exemption - Bangor and Aroostook Railroad Company and Van Buren Bridge Company
F.D. No. 33740 and F.D. No. 33740 (Sub-No. 1)	The Burlington Northern and Santa Fe Railway Company - Petition For Declaration Or Prescription Of Crossing, Trackage Or Joint Use Rights and For Determination Of Compensation and Other Terms
F.D. No. 33388	CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail Inc. and Consolidated Rail Corporation
F.D. No. 33388 (Sub-No. 91)	CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail Inc. and Consolidated Rail Corporation (General Oversight)
F.D. No. 32760	Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company - Control and Merger - Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp. and The Denver and Rio Grande Western Railroad Company
F.D. No. 32760 (Sub-No. 21)	Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company - Control and Merger - Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp. and The Denver and Rio Grande Western Railroad Company - Oversight
F.D. No. 32760 (Sub-Nos. 26 - 32)	Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company - Control and Merger - Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp. and The Denver and Rio Grande Western Railroad Company

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Bruno Maestri
Vice President
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July 1, 2003

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The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W., Suite 700
Washington, D.C. 20423-0001

Re: Finance Docket No. 33388, Altoona and Blair County Quarterly Report

Dear Secretary Williams:

I am pleased to submit the enclosed original and ten copies of Norfolk Southern's fifth quarterly report, as required by Decision No. 198 (served September 19, 2001) in Finance Docket No. 33388, describing Norfolk Southern's efforts to develop insourcing business for the Juniata Locomotive Shop and to work with the Altoona and Blair County area on alternative economic development projects.

The enclosed quarterly report builds on the information provided in NS' previous quarterly reports. In this report, newly-added information, covering developments during the second quarter of 2003, is highlighted in **Bold**.

Very truly yours,

Bruno Maestri

Enclosures

cc: (w/encl.) Chairman Roger P. Nober
The Hon. Arlen Specter
Scott N. Stone, Esq.
Richard S. Edelman, Esq.



**Fifth Quarterly Report of Norfolk Southern Railway Company
Regarding the Altoona and Blair County Area**

(as of July 1, 2003)

Norfolk Southern Railway Company ("NS") submits this quarterly report pursuant to Decision No. 198 (served September 19, 2001) in Finance Docket No. 33388. This report describes NS' efforts since the beginning of the second quarter 2002 to attract insourcing business to the Juniata Locomotive Shop and its efforts to work with the Altoona and Blair County area on alternative economic development projects. In this report, updates from NS' previous report will appear in **Bold**. This report begins with a description of the major industrial facilities in the Altoona/Blair County area that can be served by NS.

As noted previously, NS' efforts to secure insourcing projects for JLS and to develop commercial relationships with regard to other facilities in the Altoona and Blair County area are ongoing and often involve commercially sensitive negotiations. Accordingly, in some cases, NS will not present a detailed discussion of particular initiatives in this report in order to protect NS' competitive and commercial efforts. In some cases, particular initiatives of significant competitive and commercial import will not be discussed at all until such time as agreements are reached.

Facilities in the Altoona/Blair County Area

The following are major industrial facilities in the Altoona/Blair County area that can be served by NS or by shortline railroads connected to NS:

Ardie J. Dillion Industrial Park is an industrial park located in the Interstate 99 Enterprise Zone.¹ It is located on Interstate 99 approximately half way between Tyrone and Altoona, and is adjacent to NS lines. Seven industries are located in the industrial park.

Juniata Locomotive Shop ("JLS") is one of NS' two current facilities for major locomotive repair, overhaul and heavy maintenance. (The other such facility is located in Roanoke, Virginia.) JLS also provides running repairs to NS' fleet of locomotives, as do other facilities on the NS system. The facility, which dates from 1890, has a total of 28 buildings. The on-site power plant, through its three coal-fired boilers and two turbine-generators, provides power to the facility. The E & M Shop houses the main overhaul facilities (current

¹ Companies that locate within an "Enterprise Zone" are eligible for low-interest loans, corporate income tax credits, job training assistance, and grants.

overhaul capacity estimated to be 340 units per year), the wheel shop, the traction motor shop and other dedicated facilities. The dedicated paint building has two paint booths currently operating. NS stores and performs maintenance on its 21 car fleet of business cars and 9 research and test cars in another building. The facility serves as the part distribution center for the entire NS locomotive running repair system.

The JLS facilities were last completely renovated in the early 1980s, but partial renovations and modernizations have continued since that time. For example, a new power assembly line was installed in May 2002. Several portions of the shops were rehabilitated in 2000 and 2001, including the EMD overhaul line, the truck shop, the wheel shop, the motor shop and the power assembly cleaning area. Additional modernizations and rehabilitations will be performed as capital becomes available and when the work is justified.

Hollidaysburg Car Shop ("HCS"), one of several railroad car repair facilities on the NS system, is scheduled to close July 21, 2002. The facility, first operational in 1955, consists of over three-quarters of a million square feet of enclosed shop and car production space sitting on over 360 acres of land. The building housing the Shops is over one-half mile long and at points it is nearly 330 feet wide. The building contains four main tracks over 3,000 feet long, 12 overhead cranes, and three paint and blast facilities. Up to 3,500 rail cars can be stored at the Shops at any one time. There are over 65 miles of rail tracks in the main building and elsewhere throughout the property. The facility is located in a Keystone Opportunity Zone.²

Northern Altoona KOZ Site is a warehousing/distribution/manufacturing heavy industrial site that is located close to Interstate 99. The facility is located in a Keystone Opportunity Zone and along the Interstate 99 Enterprise Zone. NS rail service is available to the site. There are no occupants of this site as of June 2002.

Robert C. Jubelier Business Park is a distribution/logistics facility. Located along Interstate 99 at Business Route 220, the facility is located in a Keystone Opportunity Zone and along the Interstate 99 Enterprise Zone. As of June 2002, one trucking company is located at the facility. The park is served by the Nittany & Bald Eagle Railroad, a shortline connected to NS.

Rose Yard is a NS rail yard that borders on JLS.

South Altoona Business Park is an in-town industrial park facility located in an Enterprise Zone. Nine companies are located in the facility. NS rail service is available to the site.

² A business located in an "Opportunity Zone" is eligible for an extended period of state and local tax relief.

Walter Business Park is an distribution business park with access to the Everett Railroad, a shortline connected to NS.

William W. Ward Business Park is an industrial/business park located south of Altoona and west of Interstate 99. Eight companies are located in the facility. NS rail service is available to the site.

JLS Insourcing and Altoona/Blair County Economic Development

The following are the major insourcing projects undertaken or planned at JLS and other NS efforts regarding alternative economic development in the Altoona/Blair County area commencing with the second quarter of 2002:

- A JLS locomotive overhaul insourcing project for CSX, covering a total of 195 units at the rate of approximately eight overhauls per month, has just been completed during the second quarter, 2002.
- On October 25, 2001, NS' Thoroughbred Mechanical Services ("TMS") finalized a contract for a JLS locomotive remanufacturing insourcing project for First Union, covering approximately two units per month, which began in November 2000 and is scheduled to be completed in April 2004.
- NS has had discussions with the Altoona Blair County Development Corporation ("ABCD Corp.") for several years regarding ABCD Corp.'s interest in acquiring NS' Rose Yard for industrial development. NS has advised ABCD Corp. that NS does not wish to sell the property at present but is aware of ABCD Corp.'s continuing interest in it.
- ABCD Corp. is currently pursuing a \$100,000 grant from the US Department of Commerce Economic Development Administration for the purpose developing a regional marketing study for Blair County and the Interstate 99 corridor. The study will include investigation of highest and best use of the HCS in addition to a targeted marketing effort for the Interstate 99 corridor. Norfolk Southern provided ABCD Corp. a grant of \$50,000 in last year to assist with the fifty-percent local match requirement for the EDA funds.
- During May 2002, an industry contacted NS about leasing a portion of HCS. The NS mechanical, industrial development and other departments are proceeding to explore issues related to the proposed lease arrangement.
- On June 6, 2002, the Director of NS Industrial Development issued to six national real estate brokers a request for proposals to become the exclusive listing agent to represent

the HCS property. It is anticipated that these proposals will be evaluated in July with selection of a broker in August.

- On June 18, 2002, the President of NS Development and Director of NS Industrial Development met with officials of ABCD Corp. to discuss progress in the marketing of the HCS facility. ABCD Corp. has discussed the development of a local task force to aid in that effort, and NS has agreed to participate.
- On June 18, 2001, the President of NS Development and Director of NS Industrial Development met with officials of a local trucking company to explore the possible development of a rail to truck transfer facility.
- On June 21, 2002, NS' Thoroughbred Mechanical Services group announced that it had reached an agreement with General Motors (EMD) to modify, over a period of two years, 46 General Motors EMD locomotives that are in service for the Long Island Railroad.
- On June 24 and 25, 2002, Director of NS Industrial Development conducted a site tour of HCS for two real estate brokers responding to NS' request for proposals to become the exclusive listing agent.
- In response to the June 6, 2002 request for proposals discussed above, on July 10, 2002 two of the six national brokers contacted by NS forwarded to NS Industrial Development proposals to become the exclusive listing agent to represent the HCS property. Three other firms reviewed the proposal opportunity and elected not to respond with proposals, and the sixth firm was non-responsive.
- As anticipated, the Hollidaysburg Car Shops were closed on July 21, 2002. With the closure of HCS, many routine railcar maintenance items such as air hoses and brake shoes that were previously furnished to short line and regional railroads from inventory at HCS are now being supplied to these customers from inventory at JLS and other points.
- At the request of the NS Industrial Development Department, on July 23, 2002, a seventh broker specializing in the disposition of major industrial facilities presented a formal proposal for site planning consulting services, including potential site brokerage.
- Members of NS' Industrial Development and Real Estate Departments met with the two responding brokers on August 2, 2002.
- On August 21, 2002, NS' Industrial Development Director met with a private party interested in the possible purchase of the HCS.

- On August 27, 2002, NS's Industrial Development and Real Estate Departments met with the seventh broker that NS had solicited to represent the HCS.
- Following the August 21, 2002 meeting referred to above, on September 5, 2002, NS' Industrial Development Director conducted a site tour of HCS for the private party interested in the possible purchase of the HCS.
- On September 5, 2002, the first of the 46 locomotives to be modified for the Long Island Railroad under the above-referenced agreement with General Motors arrived at JLS, and the work is underway.
- On September 19, 2002, the NS Industrial Development Department was contacted by the Everett Railroad regarding the expansion of one of its existing customers in Blair County. NS Industrial Development has agreed to provide preliminary engineering services for this project, with a site meeting to follow.
- TMS contracted with the North San Diego Transit District for the remanufacture one F40 locomotive per year for five years.
- TMS contracted with the Aberdeen, Carolina & Western Railway Company for the overhaul of two GP38 locomotives and the reconstruction of one wrecked GP38 locomotive. The overhaul locomotives arrived at the JLS on September 27, 2002, and are currently in production.
- On September 24, 2002, NS Industrial Development Department participated in a site meeting with Everett Railroad regarding the expansion of facilities to serve an existing Everett Railroad customer in Blair County.
- On October 15, 2002, NS Industrial Development provided an information package regarding the HCS to the Governor's Action Team of Pennsylvania for their subsequent submission to a manufacturing company seeking a North American facility.
- NS Industrial Development provided preliminary plans to the Everett Railroad on October 15, 2002 showing proposed track changes for the customer.
- NS Industrial Development provided further revised preliminary plans to the Everett Railroad on October 29, 2002 showing proposed revised track changes for the customer.
- On November 6, 2002, NS Industrial Development provided requested follow-up information on the HCS to the Governor's Action Team.
- On November 14, 2002, NS Industrial Development Director conducted a site tour of the HCS for ABCD Corp.'s consultant, Synergy Real Estate Corporation. Synergy Real Estate Corporation is performing a marketing study as part of the project grant funding

provided by the U.S. Department of Commerce, Economic Development Administration.

- On December 3, 2002, NS Industrial Development provided requested additional follow-up information on the HCS to the Governor's Action Team.
- On December 16, 2003, NS Industrial Development Director conducted a site tour of the HCS for a potential investor.
- TMS has contracted with Metro North Railway Co. for the remanufacture of two F40 locomotives to be used by New Jersey Transit, and work on those locomotives is underway.
- On January 14, 2003, NS Industrial Development Director conducted a site tour of the HCS for ABCD Corp.'s consultant, L. Robert Kimball & Associates. L. Robert Kimball & Associates is an engineering firm that is performing a site assessment of the HCS as part of marketing study being performed by Synergy Real Estate Corporation. This project is the recipient of grant funding provided by the U.S. Department of Commerce, Economic Development Administration.
- On January 30, 2003, NS Industrial Development Director, NS Resident Vice President, and NS Director Public Relations met with representatives of the Blair County Commission and representatives of ABCD Corp. to discuss Keystone Opportunity Zone benefits for the HCS.
- On February 12, 2003, NS Industrial Development Director accompanied by ABCD Corp. team conducted a site tour of the HCS for a representative of an international manufacturing company that is seeking a site for a North American manufacturing facility.
- On February 26, 2003, NS Industrial Development Director met with a private investor interested in acquiring or leasing the HCS.
- On February 27, 2003, NS Industrial Development Director participated in ABCD Corp.'s "Hollidaysburg Car Shop Highest and Best Use Study" Task Force Meeting.
- **On April 25, 2003, NS Industrial Development Director met with an industry located in Duncansville, Blair County, PA about establishing rail service to a building the industry had recently leased to expand their current Duncansville operations. Service has been established via a formerly out-of-service track and the industry began to receive rail shipments in May 2003. The industry expanded both employment and investment at this new location.**
- **On May 16, 2003, NS received an offer from a private investor to purchase the HCS property. NS continues to review the offer and engage in dialog with the investor.**

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June 9, 2003

BY HAND DELIVERY

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001



Re: CSX Corp. et al. – Control and Operating Leases/Agreements – Conrail Inc. et al., Finance Docket No. 33388 (Sub-Nc. 91) (General Oversight)

Dear Secretary Williams:

Enclosed for filing in the above-referenced proceeding are the original and 25 copies of the Public version of CSX/NS-4, the "Joint Report of Norfolk Southern and CSX Regarding Cargill, Incorporated." Also enclosed separately for filing under seal are the original and 25 copies of the Highly Confidential version of CSX/NS-4.

Kindly date-stamp the enclosed additional 3 copies of each version of CSX/NS-4 and return them to our messenger.

Sincerely,

Richard A. Allen
Richard A. Allen

Enclosures

cc: Jeffrey Moreno, Esq. (b/h hand)

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JUN 09 2003

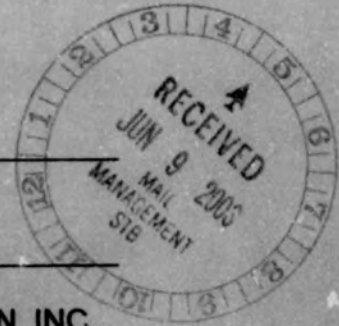
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PUBLIC VERSION -- REDACTED

CSX/NS-4

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



FINANCE DOCKET No. 33388 (Sub-No. 91)

**CSX CORPORATION AND CSX TRANSPORTATION, INC.
NORFOLK SOUTHERN CORPORATION AND
NORFOLK SOUTHERN RAILWAY COMPANY
— CONTROL AND OPERATING LEASES/AGREEMENTS —
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION**

(GENERAL OVERSIGHT)

**JOINT REPORT OF NORFOLK SOUTHERN AND CSX
REGARDING CARGILL, INCORPORATED**

As promised in their report of May 19, 2003 (CSX/NS-3), Norfolk Southern Corporation and Norfolk Southern Railway Company (together, "NS"), and CSX Corporation and CSX Transportation, Inc. (together, "CSX") submit this further joint report regarding their efforts to address the concerns raised in this proceeding by Cargill, Incorporated ("Cargill"). NS and CSX have reached agreement on a resolution of this matter, as described below.

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THE AGREEMENT

Under the carriers' agreement, the June 1, 1999 agreement governing the carriers' exchange of cars to and from Cargill's plant at Sidney, Ohio is amended to provide that compensation for CSX's movement of NS' traffic (which, under the original terms of the agreement has been calculated based on the actual cost of the movement) will instead be fixed at a flat rate of [[]] per loaded car for five years (subject to the same annual adjustment mechanism under AAR indices as had applied to the cost-based exchange). The location of the exchange of cars would remain at Marion, Ohio.

DISCUSSION

Cargill's concerns pertain to the present conditions for receiving access by Norfolk Southern at Cargill's soybean processing and refining facility in Sidney, Ohio. That facility is a 2-to-1 point identified in the CSX/NS/Conrail control application. It was accessible commercially to both CSX and Conrail prior to the Conrail Transaction (with a \$390 charge being paid by CSX to Conrail for services physically rendered at Sidney), but, absent an appropriate 2-to-1 remedy, would have been accessible only to CSX thereafter, as under the Transaction operation of the Conrail line serving the Cargill plant was allocated to CSX. See Finance Docket No. 33388, CSX/NS-18 (Application Vol. 1) at 546, 549.

In the Conrail control Application, CSX and NS agreed upon a 2-to-1 remedy for Cargill consisting of a grant by CSX of trackage rights to NS over CSX's Toledo-Cincinnati line between Lima and Sidney, and cost-based transfer

of cars by CSX at Sidney. See Finance Docket No. 33388, CSX/NS-25, Application Vol. 8B of 8 at 543-49 and Vol. 8C of 8 at 616-39. To facilitate implementation of the Conrail "split," however, the carriers, for operational reasons, agreed to an alternative arrangement. The traffic would be exchanged at Marion, Ohio under a joint facility agreement.

The charge was to be cost-based, with initial payments to be made at the rate of \$175 per car, pending completion of a cost study, and true-up thereafter to conform to the cost study. The study, completed in the summer of 2002, showed that the cost of the exchange at Marion, with escalation, was \$646 per car. See CSX-11 at 2. As a result, NS was forced to announce a prospective increase in its rates to cover that additional CSX cost going forward. That announcement prompted Cargill to bring its concerns to the Board in the third annual round of this oversight proceeding. Thereafter, in light of the pendency of this matter before the Board, NS did not implement that rate increase; NS instead has continued to fully absorb the difference between the \$175 fee and the much higher, full cost of the CSX service, pending the carriers' efforts to craft a resolution to this issue.¹

Following Cargill's submission to the Board, both CSX and NS acknowledged that Cargill's Sidney plant was a "2-to-1" point under the Conrail

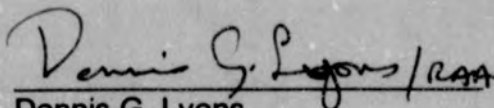
¹ Additionally, to compensate CSX for the actual cost of the Marion exchange from its inception through December 31, 2001, as agreed upon prior to split date, NS paid CSX a "true-up" payment of \$1.3 million. This cost was completely absorbed by NS.

transaction, and over the subsequent months had numerous communications and exchanged various proposals for addressing Cargill's concerns.

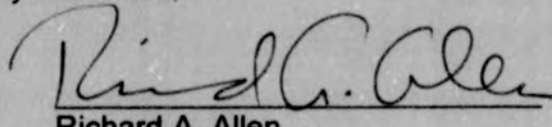
Much of that time was spent trying to develop a feasible plan to perform the exchange of cars at Sidney itself. Those efforts culminated in an "on-the-ground" meeting of NS and CSX operating personnel in Sidney on May 7, 2003, which also included a representative of Cargill. That meeting, however, confirmed the extraordinary operational difficulty of having the exchange located at Sidney.

Following that meeting, the carriers continued their discussions and recently agreed on the proposal outlined above. NS believes that the fee reflected in this agreement will permit it to offer Cargill competitive market rates for the overall movement of Cargill traffic.

Respectfully submitted,



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*Attorney for CSX Corporation and CSX
Transportation, Inc.*

*Attorneys for Norfolk Southern Corporation
and Norfolk Southern Railway Company*

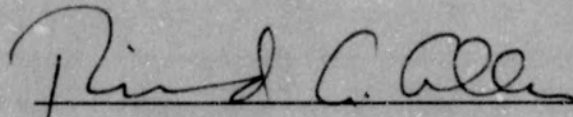
June 9, 2003

CERTIFICATE OF SERVICE

I certify that on June 9, 2003 a true copy of the Public version of CSX/NS-4 was served by hand delivery upon:

Jeffrey O. Moreno
Thompson Hine LLP
1920 N Street, N.W.
Suite 800
Washington, D.C. 20036

Attorney for Cargill, Incorporated

A handwritten signature in black ink, appearing to read "Richard A. Allen", written over a horizontal line.

Richard A. Allen

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April 10, 2003

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By Hand Delivery – Original and 25 Copies and Diskette

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
Room 700
1925 K Street, N.W.
Washington, D.C. 20423



Re: Fianance Docket No. 33388: *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail Inc. and Consolidated Rail Corporation*: Decision No. 89, Appendix Q

Petition for Extension of Time for Completion of Compliance with Environmental Condition 11

Dear Secretary Williams:

Norfolk Southern Corporation and Norfolk Southern Railway Company ("Norfolk Southern" or "NS") hereby request an extension of the time for completion of compliance with Environmental Condition 11 of Appendix Q of Decision No. 89 in the above-referenced proceeding with respect to two rail line segments. The rail line segments are N-100 (Riverton Junction, VA to Roanoke, VA) and N-111 (Fola Mine, WV to Deepwater, WV).

Pursuant to Environmental Condition 11, Applicants are required, with the written concurrence of the responsible local governments, to mitigate train wayside noise at the locations identified by the Surface Transportation Board in the Environmental Condition 11 table entitled "Receptors that Meet Wayside Noise Mitigation Criteria." Environmental Condition 11 further provides that the specific requirements of the condition "shall not apply to those communities that have executed Negotiated Agreements with Applicants that satisfy the communities' environmental concerns."

The Honorable Vernon A. Williams

April 10, 2003

Page 2

In Decision No. 206 (served February 22, 2002), the Board granted NS an extension to May 22, 2003 for completion of its obligations under Environmental Condition 11 with respect to rail line segments N-100 in Virginia and N-111 in West Virginia.¹

NS has worked diligently to implement the requirements of Environmental Condition 11 for rail line segments N-100 and N-111. A total of eight local governments in Virginia and two local governments in West Virginia have entered into Negotiated Agreements with Norfolk Southern, and the Board has issued orders accepting those Negotiated Agreements in satisfaction of Environmental Condition 11. A field survey was undertaken by NS along N-111 in West Virginia to verify the locations of the structures eligible for noise mitigation under Environmental Condition 11 outside the jurisdictional limits of the two communities that entered into Negotiated Agreements with NS. The responsible local West Virginia government requested that NS contact the individual property owners of the structures eligible for noise mitigation under Environmental Condition 11, and NS will shortly contact those property owners to discuss a settlement offer by NS. In addition, NS is currently undertaking a field survey along N-100 in Virginia to verify the locations of the structures outside the jurisdictional limits of the communities that entered into Negotiated Agreements with NS. When that field survey is completed, NS will contact the owners of the eligible structures along N-100 with whom it has not already settled and will provide settlement offers to those remaining property owners.

If at the conclusion of those settlement discussions any owner of an eligible structure along N-100 or N-111 opts not to accept the NS settlement offer, the owner may instead elect to have sound insulation installed inside the structure by NS under a noise mitigation protocol developed by NS and CSX and approved by SEA.

The process of verifying eligible receptor locations along N-100 and N-111 has required more time to complete than anticipated, and additional time is also needed to complete settlement discussions with the property owners or, if requested by an owner, to install sound insulation inside the structure in question. Accordingly, NS believes that an additional four-month extension of the current May 22, 2003 implementation date established by the Board is

¹ In Decision No. 206, the Board also extended to February 22, 2003 the date for completion of compliance by NS with Environmental Condition 11 in Ohio. With the concurrence of the responsible local governments, NS completed its compliance with Environmental Condition 11 for the relevant rail line segments in Ohio by entering into individual settlements with all eligible property owners. NS also resolved its Environmental Condition 11 obligations for the relevant rail line segment in Indiana identified by the Board in Decision No. 89 through Negotiated Agreements with two responsible local governments.

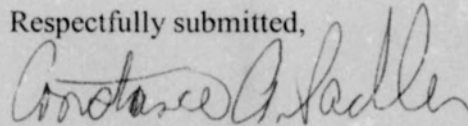
The Honorable Vernon A. Williams

April 10, 2003

Page 3

necessary and is warranted in order to complete the Environmental Condition noise mitigation requirements for rail line segments N-100 and N-111.

Respectfully submitted,



Constance A. Sadler

cc: Victoria J. Rutson, SEA
Bruno Maestri, Norfolk Southern Corporation

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Bruno Maestri
Vice President
Public Affairs

April 1, 2003



The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W., Suite 700
Washington, D.C. 20423-0001

Re: Finance Docket No. 33388, Altoona and Blair County Quarterly Report

Dear Secretary Williams:

I am pleased to submit the enclosed original and ten copies of Norfolk Southern's fourth quarterly report, as required by Decision No. 198 (served September 19, 2001) in Finance Docket No. 33388, describing Norfolk Southern's efforts to develop insourcing business for the Juniata Locomotive Shop and to work with the Altoona and Blair County area on alternative economic development projects.

The enclosed quarterly report builds on the information provided in NS' previous quarterly reports. In this fourth report, newly-added information, covering developments during the first quarter of 2003, is highlighted in **Bold**.

Very truly yours,

Bruno Maestri

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Enclosures

cc: (w/encl.) Chairman Roger P. Nober
Commissioner Linda J. Morgan
The Hon. Arlen Specter
Scott N. Stone, Esq.
Richard S. Edelman, Esq.

STB Finance Docket No. 33388
CSX Corp., et al., Norfolk Southern Corp., et al., - Control and Operating
Leases/Agreements - Conrail Inc., et al.



Fourth Quarterly Report of Norfolk Southern Railway Company Regarding the Altoona and Blair County Area

(as of April 1, 2003)

Norfolk Southern Railway Company ("NS") submits this quarterly report pursuant to Decision No. 198 (served September 19, 2001) in Finance Docket No. 33388. This report describes NS' efforts since the beginning of the second quarter 2002 to attract insourcing business to the Juniata Locomotive Shop and its efforts to work with the Altoona and Blair County area on alternative economic development projects. In this report, updates from NS' previous report will appear in **Bold**. This report begins with a description of the major industrial facilities in the Altoona/Blair County area that can be served by NS.

As noted previously, NS' efforts to secure insourcing projects for JLS and to develop commercial relationships with regard to other facilities in the Altoona and Blair County area are ongoing and often involve commercially sensitive negotiations. Accordingly, in some cases, NS will not present a detailed discussion of particular initiatives in this report in order to protect NS' competitive and commercial efforts. In some cases, particular initiatives of significant competitive and commercial import will not be discussed at all until such time as agreements are reached.

Facilities in the Altoona/Blair County Area

The following are major industrial facilities in the Altoona/Blair County area that can be served by NS or by shortline railroads connected to NS:

Ardie J. Dillion Industrial Park is an industrial park located in the Interstate 99 Enterprise Zone.¹ It is located on Interstate 99 approximately half way between Tyrone and Altoona, and is adjacent to NS lines. Seven industries are located in the industrial park.

Juniata Locomotive Shop ("JLS") is one of NS' two current facilities for major locomotive repair, overhaul and heavy maintenance. (The other such facility is located in Roanoke, Virginia.) JLS also provides running repairs to NS' fleet of locomotives, as do other facilities on the NS system. The facility, which dates from 1890, has a total of 28 buildings. The on-site power plant, through its three coal-fired boilers and two turbine-generators, provides power to the facility. The E & M Shop houses the main overhaul facilities (current

¹ Companies that locate within an "Enterprise Zone" are eligible for low-interest loans, corporate income tax credits, job training assistance, and grants.

overhaul capacity estimated to be 340 units per year), the wheel shop, the traction motor shop and other dedicated facilities. The dedicated paint building has two paint booths currently operating. NS stores and performs maintenance on its 21 car fleet of business cars and 9 research and test cars in another building. The facility serves as the part distribution center for the entire NS locomotive running repair system.

The JLS facilities were last completely renovated in the early 1980s, but partial renovations and modernizations have continued since that time. For example, a new power assembly line was installed in May 2002. Several portions of the shops were rehabilitated in 2000 and 2001, including the EMD overhaul line, the truck shop, the wheel shop, the motor shop and the power assembly cleaning area. Additional modernizations and rehabilitations will be performed as capital becomes available and when the work is justified.

Hollidaysburg Car Shop ("HCS"), one of several railroad car repair facilities on the NS system, is scheduled to close July 21, 2002. The facility, first operational in 1955, consists of over three-quarters of a million square feet of enclosed shop and car production space sitting on over 360 acres of land. The building housing the Shops is over one-half mile long and at points it is nearly 330 feet wide. The building contains four main tracks over 3,000 feet long, 12 overhead cranes, and three paint and blast facilities. Up to 3,500 rail cars can be stored at the Shops at any one time. There are over 65 miles of rail tracks in the main building and elsewhere throughout the property. The facility is located in a Keystone Opportunity Zone.²

Northern Altoona KOZ Site is a warehousing/distribution/manufacturing heavy industrial site that is located close to Interstate 99. The facility is located in a Keystone Opportunity Zone and along the Interstate 99 Enterprise Zone. NS rail service is available to the site. There are no occupants of this site as of June 2002.

Robert C. Jubelier Business Park is a distribution/logistics facility. Located along Interstate 99 at Business Route 220, the facility is located in a Keystone Opportunity Zone and along the Interstate 99 Enterprise Zone. As of June 2002, one trucking company is located at the facility. The park is served by the Nittany & Bald Eagle Railroad, a shortline connected to NS.

Rose Yard is a NS rail yard that borders on JLS.

South Altoona Business Park is an in-town industrial park facility located in an Enterprise Zone. Nine companies are located in the facility. NS rail service is available to the site.

² A business located in an "Opportunity Zone" is eligible for an extended period of state and local tax relief.

Walter Business Park is an distribution business park with access to the Everett Railroad, a shortline connected to NS.

William W. Ward Business Park is an industrial/business park located south of Altoona and west of Interstate 99. Eight companies are located in the facility. NS rail service is available to the site.

JLS Insourcing and Altoona/Blair County Economic Development

The following are the major insourcing projects undertaken or planned at JLS and other NS efforts regarding alternative economic development in the Altoona/Blair County area commencing with the second quarter of 2002:

- A JLS locomotive overhaul insourcing project for CSX, covering a total of 195 units at the rate of approximately eight overhauls per month, has just been completed during the second quarter, 2002.
- On October 25, 2001, NS' Thoroughbred Mechanical Services ("TMS") finalized a contract for a JLS locomotive remanufacturing insourcing project for First Union, covering approximately two units per month, which began in November 2000 and is scheduled to be completed in April 2004.
- NS has had discussions with the Altoona Blair County Development Corporation ("ABCD Corp.") for several years regarding ABCD Corp.'s interest in acquiring NS' Rose Yard for industrial development. NS has advised ABCD Corp. that NS does not wish to sell the property at present but is aware of ABCD Corp.'s continuing interest in it.
- ABCD Corp. is currently pursuing a \$100,000 grant from the US Department of Commerce Economic Development Administration for the purpose developing a regional marketing study for Blair County and the Interstate 99 corridor. The study will include investigation of highest and best use of the HCS in addition to a targeted marketing effort for the Interstate 99 corridor. Norfolk Southern provided ABCD Corp. a grant of \$50,000 in last year to assist with the fifty-percent local match requirement for the EDA funds.
- During May 2002, an industry contacted NS about leasing a portion of HCS. The NS mechanical, industrial development and other departments are proceeding to explore issues related to the proposed lease arrangement.
- On June 6, 2002, the Director of NS Industrial Development issued to six national real estate brokers a request for proposals to become the exclusive listing agent to represent

the HCS property. It is anticipated that these proposals will be evaluated in July with selection of a broker in August.

- On June 18, 2002, the President of NS Development and Director of NS Industrial Development met with officials of ABCD Corp. to discuss progress in the marketing of the HCS facility. ABCD Corp. has discussed the development of a local task force to aid in that effort, and NS has agreed to participate.
- On June 18, 2001, the President of NS Development and Director of NS Industrial Development met with officials of a local trucking company to explore the possible development of a rail to truck transfer facility.
- On June 21, 2002, NS' Thoroughbred Mechanical Services group announced that it had reached an agreement with General Motors (EMD) to modify, over a period of two years, 46 General Motors EMD locomotives that are in service for the Long Island Railroad.
- On June 24 and 25, 2002, Director of NS Industrial Development conducted a site tour of HCS for two real estate brokers responding to NS' request for proposals to become the exclusive listing agent.
- In response to the June 6, 2002 request for proposals discussed above, on July 10, 2002 two of the six national brokers contacted by NS forwarded to NS Industrial Development proposals to become the exclusive listing agent to represent the HCS property. Three other firms reviewed the proposal opportunity and elected not to respond with proposals, and the sixth firm was non-responsive.
- As anticipated, the Hollidaysburg Car Shops were closed on July 21, 2002. With the closure of HCS, many routine railcar maintenance items such as air hoses and brake shoes that were previously furnished to short line and regional railroads from inventory at HCS are now being supplied to these customers from inventory at JLS and other points.
- At the request of the NS Industrial Development Department, on July 23, 2002, a seventh broker specializing in the disposition of major industrial facilities presented a formal proposal for site planning consulting services, including potential site brokerage.
- Members of NS' Industrial Development and Real Estate Departments met with the two responding brokers on August 2, 2002.
- On August 21, 2002, NS' Industrial Development Director met with a private party interested in the possible purchase of the HCS.

- On August 27, 2002, NS's Industrial Development and Real Estate Departments met with the seventh broker that NS had solicited to represent the HCS.
- Following the August 21, 2002 meeting referred to above, on September 5, 2002, NS' Industrial Development Director conducted a site tour of HCS for the private party interested in the possible purchase of the HCS.
- On September 5, 2002, the first of the 46 locomotives to be modified for the Long Island Railroad under the above-referenced agreement with General Motors arrived at JLS, and the work is underway.
- On September 19, 2002, the NS Industrial Development Department was contacted by the Everett Railroad regarding the expansion of one of its existing customers in Blair County. NS Industrial Development has agreed to provide preliminary engineering services for this project, with a site meeting to follow.
- TMS contracted with the North San Diego Transit District for the remanufacture one F40 locomotive per year for five years.
- TMS contracted with the Aberdeen, Carolina & Western Railway Company for the overhaul of two GP38 locomotives and the reconstruction of one wrecked GP38 locomotive. The overhaul locomotives arrived at the JLS on September 27, 2002, and are currently in production.
- On September 24, 2002, NS Industrial Development Department participated in a site meeting with Everett Railroad regarding the expansion of facilities to serve an existing Everett Railroad customer in Blair County.
- On October 15, 2002, NS Industrial Development provided an information package regarding the HCS to the Governor's Action Team of Pennsylvania for their subsequent submission to a manufacturing company seeking a North American facility.
- NS Industrial Development provided preliminary plans to the Everett Railroad on October 15, 2002 showing proposed track changes for the customer.
- NS Industrial Development provided further revised preliminary plans to the Everett Railroad on October 29, 2002 showing proposed revised track changes for the customer.
- On November 6, 2002, NS Industrial Development provided requested follow-up information on the HCS to the Governor's Action Team.
- On November 14, 2002, NS Industrial Development Director conducted a site tour of the HCS for ABCD Corp.'s consultant, Synergy Real Estate Corporation. Synergy Real Estate Corporation is performing a marketing study as part of the project grant funding

provided by the U.S. Department of Commerce, Economic Development Administration.

- On December 3, 2002, NS Industrial Development provided requested additional follow-up information on the HCS to the Governor's Action Team.
- On December 16, 2003, NS Industrial Development Director conducted a site tour of the HCS for a potential investor.
- **TMS has contracted with Metro North Railway Co. for the remanufacture of two F40 locomotives to be used by New Jersey Transit, and work on those locomotives is underway.**
- **On January 14, 2003, NS Industrial Development Director conducted a site tour of the HCS for ABCD Corp.'s consultant, L. Robert Kimball & Associates. L. Robert Kimball & Associates is an engineering firm that is performing a site assessment of the HCS as part of marketing study being performed by Synergy Real Estate Corporation. This project is the recipient of grant funding provided by the U.S. Department of Commerce, Economic Development Administration.**
- **On January 30, 2003, NS Industrial Development Director, NS Resident Vice President, and NS Director Public Relations met with representatives of the Blair County Commission and representatives of ABCD Corp. to discuss Keystone Opportunity Zone benefits for the HCS.**
- **On February 12, 2003, NS Industrial Development Director accompanied by ABCD Corp. team conducted a site tour of the HCS for a representative of an international manufacturing company that is seeking a site for a North American manufacturing facility.**
- **On February 26, 2003, NS Industrial Development Director met with a private investor interested in acquiring or leasing the HCS.**
- **On February 27, 2003, NS Industrial Development Director participated in ABCD Corp.'s "Hollidaysburg Car Shop Highest and Best Use Study" Task Force Meeting.**

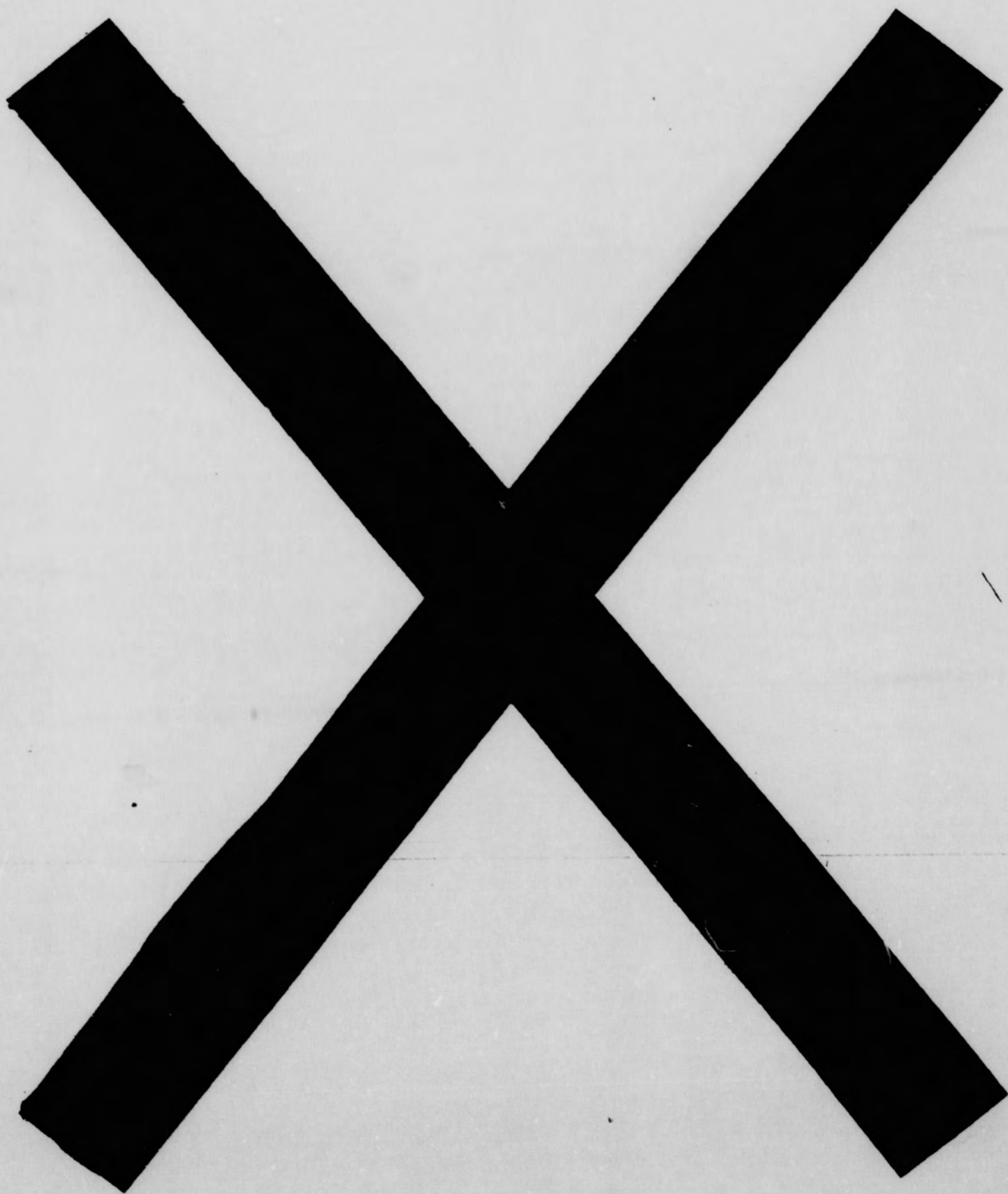
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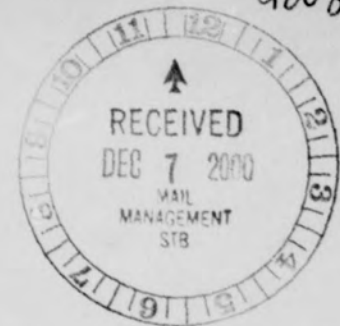
SURFACE TRANSPORTATION BOARD

Memorandum

ENTERED
Office of the Secretary

DEC - 8 2000

Part of
Public Record



DATE: December 7, 2000

TO : Ellen Keys, Assistant Secretary
Section of Publications/Records
Office of the Secretary

FROM ^{19 FOR} : Mel Clemens, Director
Office of Compliance and Enforcement

SUBJECT : STB FINANCE DOCKET NO. 33388 - OPERATIONAL MONITORING DATA

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da To Da Office Solutions. If there are any questions, please don't hesitate to contact me or Jim Greene.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Commissioner Clyburn
Richard Armstrong
Ron Douglas
Charles Renninger



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Jacksonville, FL 32202
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T. J. Stephenson
Assistant Vice President -
Service Measurements

December 6, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
The Mercury Building
1925 K Street, NW, Suite 780
Washington, DC 20423

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, December 1st.

This week's report reflects the impact of the Thanksgiving holiday shutdown. Cars on-line increased from 245,285 to 251,657 cars. Overall train velocity increased from 21.2 to 21.6 miles-per-hour, the best performance so far this year. Terminal dwell increased from 27.2 to 35.2 hours. Cars on-line and dwell time are quickly returning to pre-holiday levels.

We would offer the following observations and interpretations regarding the data CSXT provides the STB, Conrail Transaction Council, and the AAR:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably by 17 percentage points to 88%. The greater-than-six-hours-late category moved unfavorably one percentage point to 9%.

Yards and Terminals

Car volumes and dwell times increased at most terminals across the network as expected due to the Thanksgiving holiday shutdown. Two of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

One of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 84%. Overall, the on-time-to-two-hours-late category moved unfavorably one percentage point to 74%, and the percent of trains in the greater-than-six-hours-late category moved unfavorably by two percentage points.

Shared Areas

Daily average on hand cars increased at all three locations, reflecting the accumulation of traffic over the Thanksgiving holiday as well as an influx of traffic after the holiday. Overall terminal dwell time was 32.4 hours, compared to 26.8 hours last week. For the week, there were a total of 50 trains delayed for CSXT and NS: 28 for crew, 5 for power, and 17 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 784 train starts, daily Train Delay totaled 21 hours for Power and 77 hours for Crew. Power delay and crew delay were down from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 26.8% for the week, down from 27.1% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 81%, up from 78% the prior week.

Daily Number of Recrews Required: Of 1937 crew starts, 62 (3%) were recrews, down from 4% the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for Detroit, two trains for South Jersey, and four trains for North Jersey.

Locomotives: Gross Locomotives = 4199, Average Available = 3772, and Out-of-Service Ratio = 6.0%, up from 5.7% the prior week.

Cars Offered in Interchange: averaged 319 cars daily, of which 87 were allocated to Norfolk Southern. Daily average and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 100% for 10 AMTRAK trains (Pittsburgh – Washington) and 99% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot-Line): the customer service center received no hot-line calls seeking assistance in tracing cars.

CSXT continues to work with our customers at this time of year to provide stable service levels and a continuation of the improvements that have been evident since April. Train operations are being adjusted around the scheduled maintenance work programs going on throughout the network in order to provide more efficient windows of work.

Last week, CSXT met 14 out of 18 service reliability goals established for the “top of the peak” phase of the fall peak period. We met the goals for personal injuries, cars on-line, train velocity (overall and merchandise), miles of slow orders, crew duty days, re-crews, trains delayed for crew, right connection, on-time originations, 30-hour cars, locomotive setback hours, leased locomotive out-of-service ratio, and locomotive terminal dwell. Railroad operations continue at a high level of performance.

As expected, terminal dwell and cars on-line showed spikes following the planned Thanksgiving holiday shutdown. Both of these measurements are quickly returning to pre-holiday levels. Other key performance metrics such as velocity, on-time train originations, and delay hours for crew and power continue to be at record or near-record levels.

Sincerely,

L. L. Hayes
Director – Management and Regulatory Reporting
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 12/01/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	585	394	505	684	513
	Cars On Hand - Empty	602	401	551	610	563
	Cars On Hand - Total	1187	795	1056	1294	1076
	Cars Handled	688	538	578	620	696
	Dwell Hours	48.4	36.2	26.9	31.1	40.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	311	278	346	330	367
	Cars On Hand - Empty	341	278	318	317	294
	Cars On Hand - Total	652	556	664	647	661
	Cars Handled	321	426	609	507	420
	Dwell Hours	55.9	24.0	22.3	26.4	25.6
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	228	214	282	261	235
	Cars On Hand - Empty	241	253	221	202	192
	Cars On Hand - Total	469	467	503	463	427
	Cars Handled	287	172	302	248	273
	Dwell Hours	45.7	24.5	23.0	24.2	16.9

CSX Comments: Daily average on hand cars increased at all three locations, reflecting the accumulation of traffic over the Thanksgiving holiday. Overall terminal dwell time was 32.4 hours, up from 26.8 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00
North Jersey SAA	Number of Originations	11	17	19	16	17
	% Ontime	27%	24%	32%	25%	24%
	% Late 0-2 Hours	55%	29%	26%	25%	29%
	% Late 2-4 Hours	9%	18%	0%	19%	18%
	% Late 4-6 Hours	9%	12%	11%	13%	12%
	% Late GT 6 Hours	0%	18%	32%	19%	18%
South Jersey SAA	Number of Originations	3	6	7	7	6
	% Ontime	33%	33%	29%	14%	33%
	% Late 0-2 Hours	0%	0%	29%	14%	0%
	% Late 2-4 Hours	0%	33%	0%	14%	0%
	% Late 4-6 Hours	0%	17%	0%	0%	33%
	% Late GT 6 Hours	67%	17%	43%	57%	33%
Detroit SAA	Number of Originations	5	6	7	5	7
	% Ontime	60%	50%	29%	0%	29%
	% Late 0-2 Hours	40%	33%	14%	60%	29%
	% Late 2-4 Hours	0%	17%	14%	0%	29%
	% Late 4-6 Hours	0%	0%	14%	20%	0%
	% Late GT 6 Hours	0%	0%	29%	20%	14%

CSX Comments: Total road train delays were 50 trains. Crew delays were 28 trains for 223 hours; power 5 trains for 41 hours; originating trains 17 for 105 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00	Average
Cars Offered	NS	175	113	77	63	9	87
	All Other	237	345	168	97	313	232
	Total	412	458	245	160	322	319

Measures all cars in offered interchange status on acquired Conrail territory only. Volumes are listed by cars offered to NS (Norfolk Southern) and All Other Railroads.

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	100%	100%
MARC	Trains	18	18	18	18	18	90
	% On Time	94%	100%	100%	100%	100%	99%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	11/25/00	11/26/00	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00	Total
Baltimore	Train Crew Starts	22	15	18	20	21	17	18	131
	Crews Delayed +2 Hours	9	5	12	9	13	7	9	64
	% Delayed +2 Hours	41%	33%	67%	45%	62%	41%	50%	49%
Buffalo	Train Crew Starts	43	38	39	45	43	49	50	307
	Crews Delayed +2 Hours	12	9	12	12	12	12	14	83
	% Delayed +2 Hours	28%	24%	31%	27%	28%	24%	28%	27%
Chicago	Train Crew Starts	26	30	24	25	26	28	23	182
	Crews Delayed +2 Hours	8	9	3	1	6	6	5	38
	% Delayed +2 Hours	31%	30%	13%	4%	23%	21%	22%	21%
Cincinnati	Train Crew Starts	34	37	39	28	39	40	37	254
	Crews Delayed +2 Hours	2	4	5	1	3	4	1	20
	% Delayed +2 Hours	6%	11%	13%	4%	8%	10%	3%	8%
Cleveland	Train Crew Starts	23	24	27	19	28	25	26	172
	Crews Delayed +2 Hours	8	11	7	8	15	8	9	66
	% Delayed +2 Hours	35%	46%	26%	42%	54%	32%	35%	38%
Cumberland	Train Crew Starts	32	27	30	39	33	36	33	230
	Crews Delayed +2 Hours	1	5	9	6	4	12	13	50
	% Delayed +2 Hours	3%	19%	30%	15%	12%	33%	39%	22%
Detroit	Train Crew Starts	5	6	4	7	7	7	6	42
	Crews Delayed +2 Hours	1	2	2	2	5	2	2	16
	% Delayed +2 Hours	20%	33%	50%	29%	29%	29%	33%	38%
Philadelphia	Train Crew Starts	15	10	10	12	10	12	10	79
	Crews Delayed +2 Hours	3	1	0	4	4	1	1	14
	% Delayed +2 Hours	20%	10%	0%	33%	40%	8%	10%	18%
Selkirk	Train Crew Starts	43	38	29	41	45	47	51	294
	Crews Delayed +2 Hours	28	14	11	14	11	14	14	106
	% Delayed +2 Hours	65%	37%	38%	34%	24%	30%	27%	36%
Toledo	Train Crew Starts	26	34	28	31	31	30	33	213
	Crews Delayed +2 Hours	9	7	1	7	7	7	7	45
	% Delayed +2 Hours	35%	21%	4%	23%	23%	23%	21%	21%
Willard	Train Crew Starts	35	42	38	44	43	45	38	285
	Crews Delayed +2 Hours	16	7	13	4	8	11	8	67
	% Delayed +2 Hours	46%	17%	34%	9%	19%	24%	21%	24%

Daily number of train crew starts from selected yards or terminals and the number of those originating train crews that were delayed in those yards or terminals for two hours or more after going on-duty. The percentage of those delayed starts.

Surface Transportation Board

Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	11/25/00	11/26/00	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00	Total
Train Delay	Originating Train Starts	106	107	104	99	116	124	128	784
	Delayed Hours - Power	0	0	0	0	6	7	8	21
	Delayed Hours - Crews	32	26	7	2	2	0	8	77

Daily number of originating train starts on the Northern Region and the hours delayed due to lack of power and crew of those originating train crews. The delayed train starts will be broken down between power and crew delayed hours.

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	11/25/00	11/26/00	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00	Average
Crew Availability		76%	76%	81%	83%	83%	84%	84%	81%

Daily percentage of CSXT road train crews that are available for work on the Northern Region Lines.

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	11/25/00	11/26/00	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00	Total
Crews/Recrews	Train Crew Starts	266	251	249	263	289	313	306	1937
	Recrews	7	11	7	5	13	10	9	62
	% Recrewed	3%	4%	3%	2%	4%	3%	3%	3%

Daily number of CSXT road train crew starts, the number of recrews and percentage of recrews for the Northern Region Lines.

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	11/25/00	11/26/00	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00	Average
Locomotives	Gross Fleet Size	4208	4237	4208	4189	4199	4181	4172	4199
	Avg. Number Available	3775	3790	3770	3753	3770	3782	3767	3772
	OOS Ratio	5.2	6.3	6.4	6.1	6.2	5.8	5.7	6.0

The measure for Gross Fleet will consist of CSX owned, leased, and foreign locomotives on-line. The Average Number Available will be the number of net fleet available to move traffic. The Out-of-Service Ratio (OOS) is the ratio of CSXT owned locomotives not available.

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	11/25/00	11/26/00	11/27/00	11/28/00	11/29/00	11/30/00	12/01/00	Average
Train Delay	Philadelphia/South Jersey	2	1	1	2	2	3	3	2
	North Jersey	4	3	2	3	4	3	7	4
	Detroit	2	1	3	1	1	2	3	2

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification. The measure will be a composite of CSX and NS trains.

George A. Aspatore
General Solicitor

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December 6, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending December 1, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. In an effort to provide you with more detailed information regarding delays, I have included two schedules supporting NS's Chicago Gateway and Corridor Train Performance reports, which identify the number and total time for delays due to crew, power, or other issues. I also have supplied the Public Reporting Measures that we provide to the Conrail Transaction Council and the AAR.

Mr. Melvin F. Clemens, Jr.
December 6, 2000
Page 2

As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

December 6, 2000

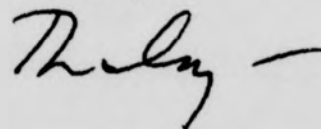
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased noticeably, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 33 trains were held for terminal delays, 14 trains were held for crews, and 9 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Oak Island, Pavonia, and North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased for the week: 28 trains were delayed 223 hours for lack of crews and 5 trains were delayed for 41 hours awaiting power. Seventeen originating trains were delayed a total of 105 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 51% of the delay hours reported in the SAAs.

Sincerely,

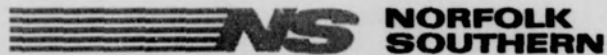
A handwritten signature in cursive script, appearing to read "Thelma", followed by a horizontal line.



For the week ending 12/1/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	11/27/00	850	241	228	469	287	45.7
	11/28/00	850	253	214	467	172	24.5
	11/29/00	850	221	282	503	302	23.0
	11/30/00	850	202	261	463	248	24.2
	12/1/00	850	192	235	427	273	16.9
North Yard MI Average		850	222	244	466	256	27.2
Oak Island NJ	11/27/00	1200	602	585	1187	688	48.4
	11/28/00	1200	401	394	795	538	36.2
	11/29/00	1200	551	505	1056	578	26.9
	11/30/00	1200	610	684	1294	620	31.1
	12/1/00	1200	563	513	1076	696	40.8
Oak Island NJ Average		1200	545	536	1082	624	37.2
Pavonia NJ	11/27/00	900	341	311	652	321	55.9
	11/28/00	900	278	278	556	426	24.0
	11/29/00	900	318	346	664	609	22.3
	11/30/00	900	317	330	647	507	26.4
	12/1/00	900	294	367	661	420	25.6
Pavonia Average		900	310	326	636	457	28.9

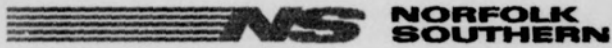


**NORFOLK
SOUTHERN**

For the week ending 12/1/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	27-Nov	5	60%	40%	0%	0%	0%
	28-Nov	6	50%	33%	17%	0%	0%
	29-Nov	7	29%	14%	14%	14%	29%
	30-Nov	5	0%	60%	0%	20%	20%
	1-Dec	7	29%	29%	29%	0%	14%
Detroit Total		30	33%	33%	13%	7%	13%
North Jersey Total	27-Nov	11	27%	55%	9%	9%	0%
	28-Nov	17	24%	29%	18%	12%	18%
	29-Nov	19	32%	26%	0%	11%	32%
	30-Nov	16	25%	25%	19%	13%	19%
	1-Dec	17	24%	29%	18%	12%	18%
North Jersey Total		80	26%	31%	13%	11%	19%
South Jersey Total	27-Nov	3	33%	0%	0%	0%	67%
	28-Nov	6	33%	0%	33%	17%	17%
	29-Nov	7	29%	29%	0%	0%	43%
	30-Nov	7	14%	14%	14%	0%	57%
	1-Dec	6	33%	0%	0%	33%	33%
South Jersey Total		29	28%	10%	10%	10%	41%
Grand Total		139	28%	27%	12%	10%	22%



For the week ending 12/1/00

Shared Asset Area Trains Held

area	Sat 25-Nov	Sun 26-Nov	Mon 27-Nov	Tue 28-Nov	Wed 29-Nov	Thu 30-Nov	Fri 01-Dec	Grand Total
North Jersey	4	3	2	3	4	3	7	26
South Jersey	2	1	1	2	2	3	3	14
Detroit	2	1	3	1	1	2	3	13

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	0	136	18	0	0	154
Total	0	136	18	0	0	154

Snapshot taken between 2:00 and 3:00 each day
 NS acquired territory only

NS Northern Region Train Starts and Delays

	Saturday 25-Nov	Sunday 26-Nov	Monday 27-Nov	Tuesday 28-Nov	Wednesday 29-Nov	Thursday 30-Nov	Friday 1-Dec	Grand Total
# of Train Starts	152	129	150	168	177	185	188	1149
Delay Cause								
Crew Delays (hrs)	6.9	3.7	2.9	0.0	0.0	2.4	2.5	18.4
Power Delays (hrs)	0.0	5.5	0.0	0.0	0.0	26.2	7.8	39.4

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 25-Nov	Sunday 26-Nov	Monday 27-Nov	Tuesday 28-Nov	Wednesday 29-Nov	Thursday 30-Nov	Friday 1-Dec	average
Fleet Size	3503	3515	3454	3476	3480	3468	3433	3476
available	3312	3312	3238	3282	3285	3261	3245	3276
out of service %	5.5%	5.8%	6.3%	5.6%	5.6%	6.0%	5.5%	6.0%

Snapshot taken at midnight
 Fleet size is all locomotives on line. Includes owned, leased and foreign.

NS Crew Starts and Delays

		Saturday 25-Nov	Sunday 26-Nov	Monday 27-Nov	Tuesday 28-Nov	Wednesday 29-Nov	Thursday 30-Nov	Friday 1-Dec	Grand Total
Allentown	crew starts	12	10	15	13	14	16	19	99
	crews delayed	5	4	1	3	2	5	3	23
Bellevue	crew starts	39	36	29	28	32	39	30	233
	crews delayed	13	10	15	9	13	16	14	90
Buffalo	crew starts	21	16	21	26	28	27	25	164
	crews delayed	6	3	4	7	4	5	7	36
Chicago	crew starts	36	31	27	33	30	35	34	226
	crews delayed	12	10	10	6	10	16	14	78
Cincinnati	crew starts	38	35	29	32	34	36	35	239
	crews delayed	6	4	6	5	5	6	6	38
Cleveland	crew starts	13	9	7	13	9	9	12	72
	crews delayed	7	2	2	5	3	4	5	28
Conway	crew starts	53	43	39	48	54	55	53	345
	crews delayed	14	9	12	15	14	15	16	95
Detroit	crew starts	21	11	20	20	22	21	18	133
	crews delayed	4	3	8	4	8	9	6	42
Elkhart	crew starts	29	37	28	34	37	32	36	233
	crews delayed	11	12	13	13	14	12	16	91
Harrisburg	crew starts	48	43	44	49	57	58	55	354
	crews delayed	18	13	11	19	23	27	28	139
Toledo	crew starts	52	50	45	45	51	50	50	343
	crews delayed	10	12	9	10	10	8	12	71

Notes: Data source is T&E employees' "End of Trip" reporting
 A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.
 Includes all trains for location, whether originating or run-through.
 A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 25-Nov	Sunday 26-Nov	Monday 27-Nov	Tuesday 28-Nov	Wednesday 29-Nov	Thursday 30-Nov	Friday 1-Dec	Average
availability%	76%	76%	74%	78%	79%	79%	78%	77%

Notes: A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

NS Northern Region Crew Starts and Recrews

	Saturday 25-Nov	Sunday 26-Nov	Monday 27-Nov	Tuesday 28-Nov	Wednesday 29-Nov	Thursday 30-Nov	Friday 1-Dec	Grand Total
crew starts	290	274	246	302	313	311	315	2051
recrews	5	8	6	5	3	4	10	41

Notes: A summary of trains ordered by field transportation using relief crew (recrew) train symbol
 Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service

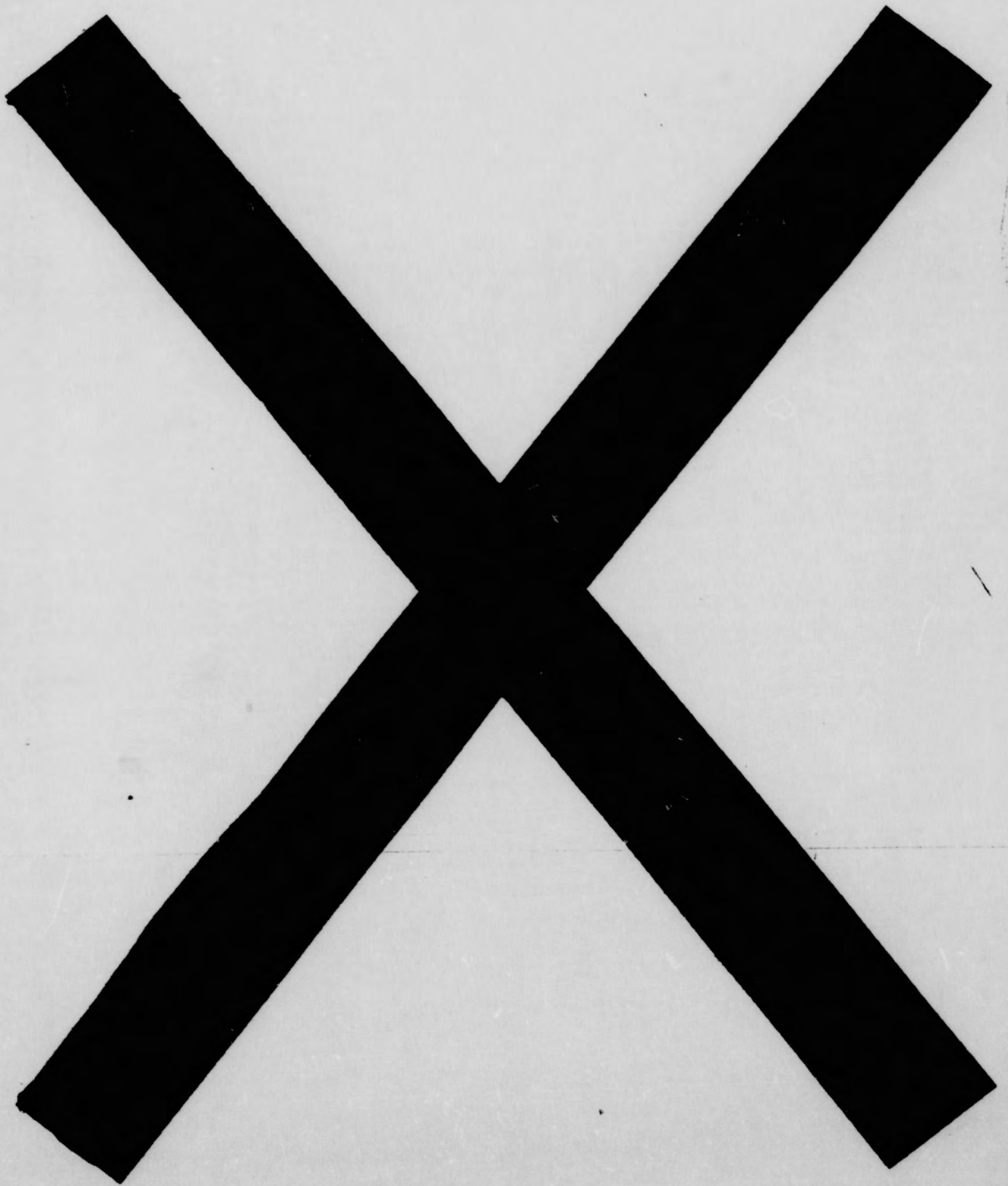
STB

FD-33388

11-30-00

D

ID-200698



SURFACE TRANSPORTATION BOARD

Memorandum



DATE: November 30, 2000

TO : Ellen Keys, Assistant Secretary
Section of Publications/Records
Office of the Secretary

FROM *For* Mel Clemens, Director
Office of Compliance and Enforcement

ENTERED
Office of the Secretary

NOV 30 2000

Part of
Public Record

SUBJECT : STB FINANCE DOCKET NO. 33388 - OPERATIONAL MONITORING DATA

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da To Da Office Solutions. If there are any questions, please don't hesitate to contact me or Jim Greene.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Commissioner Clyburn
Richard Armstrong
Ron Douglas
Charles Renninger



500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4134
Fax (904) 359-1571

T. J. Stephenson
Assistant Vice President -
Service Measurements

November 29, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
The Mercury Building
1925 K Street, NW, Suite 780
Washington, DC 20423

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, November 24th.

The report shows sustained operational performance levels, at or near the most positive since the Conrail acquisition. Cars on-line remained essentially flat at 245,285 cars. Overall train velocity was 21.2 miles-per-hour, the same as last week as the best performance so far this year. Terminal dwell increased from 26.6 to 27.2 hours. The railroad is still in a very healthy state at this stage of the fall peak.

We would offer the following observations and interpretations regarding the data CSXT provides the STB, Conrail Transaction Council, and the AAR:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably by ten percentage points to 71%. The greater-than-six-hours-late category held steady at 8%.

Yards and Terminals

Car volumes and dwell times remained essentially flat at most terminals across the network. Three of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

One of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 89%. Overall, the on-time-to-two-hours-late category moved unfavorably eleven percentage points to 67%, and the percent of trains in the greater-than-six-hours-late category moved unfavorably by fourteen percentage points.

Shared Areas

Daily average on hand cars increased slightly at all three locations, reflecting the accumulation of traffic over the Thanksgiving holiday. Overall terminal dwell time was 26.8 hours, compared to 24.0 hours last week. For the week, there were a total of 73 trains delayed for CSXT and NS: 41 for crew, 12 for power, and 20 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 596 train starts, daily Train Delay totaled 37 hours for Power and 96 hours for Crew. Power delay was down, and crew delay was up from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 27.1% for the week, up from 24.6% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 78%, down from 84% the prior week.

Daily Number of Recrews Required: Of 1530 crew starts, 55 (4%) were recrews, up from 2% the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train per day for Detroit, four trains for South Jersey, and five trains for North Jersey.

Locomotives: Gross Locomotives = 4137, Average Available = 3742, and Out-of-Service Ratio = 5.7%, up from 5.2% the prior week.

Cars Offered in Interchange: averaged 184 cars daily, of which 36 were allocated to Norfolk Southern. Daily average and the NS average decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh – Washington) and 94% for 62 MARC trains (West Virginia – Washington). Amtrak performance was impacted by a 5-car derailment in western Pennsylvania on Thursday morning. We do not expect significantly improved Amtrak train performance until the track work scheduled through the end of the year is complete.

Buffalo Customer Service (Hot-Line): the customer service center received no hot-line calls seeking assistance in tracing cars.

CSXT continues to work with our customers at this time of year to provide stable service levels and a continuation of the improvements that have been evident since April. Train operations are being adjusted around the scheduled maintenance work programs going on throughout the network in order to provide more efficient windows of work.

Last week, CSXT met 15 out of 18 service reliability goals established for the “top of the peak” phase of the fall peak period. We met the goals for personal injuries, train accidents, cars on-line, train velocity (overall and merchandise), miles of slow orders, crew duty days, re-crews, trains delayed for crew, car dwell, right connection, on-time originations, locomotive setback hours, leased locomotive out-of-service ratio, and locomotive terminal dwell. Two of these measures exceeded their best performance of the year. Railroad operations continue at a high level of performance.

The above measurements show some effects of the Thanksgiving holiday. Since CSXT had a planned shutdown during the holiday, our next report will show spikes in some of the measurements, such as terminal dwell. The system is normalizing, and subsequent reports should demonstrate a rapid return to the high levels of performance documented in these reports over the past months.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

11/24/00

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 11/20/00	Tuesday 11/21/00	Wednesday 11/22/00	Thursday 11/23/00	Friday 11/24/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	239	472	523	473	536
	Cars On Hand - Empty	269	375	479	616	628
	Cars On Hand - Total	508	847	1002	1089	1164
	Cars Handled	375	598	590	145	122
	Dwell Hours	35.3	31.4	27.6	22.5	68.4
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	339	206	271	359	244
	Cars On Hand - Empty	230	237	380	338	307
	Cars On Hand - Total	569	443	651	697	551
	Cars Handled	684	281	760	145	0
	Dwell Hours	30.9	22.8	20.2	8.0	0.0
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	118	156	206	266	251
	Cars On Hand - Empty	148	128	182	186	182
	Cars On Hand - Total	266	284	388	452	433
	Cars Handled	278	263	228	30	8
	Dwell Hours	22.4	12.9	25.7	31.9	62.5

CSX Comments: Daily average on hand cars increased slightly at all three locations, reflecting the the accumulation of traffic over the Thanksgiving holiday. Overall terminal dwell time was 26.8 hours, up from 24.0 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/20/00	11/21/00	11/22/00	11/23/00	11/24/00
North Jersey SAA	Number of Originations	10	15	17	7	7
	% Ontime	10%	33%	24%	86%	0%
	% Late 0-2 Hours	60%	27%	41%	14%	0%
	% Late 2-4 Hours	20%	13%	24%	0%	57%
	% Late 4-6 Hours	0%	0%	0%	0%	29%
	% Late GT 6 Hours	10%	27%	12%	0%	14%
South Jersey SAA	Number of Originations	4	6	6	3	2
	% Ontime	25%	17%	17%	33%	100%
	% Late 0-2 Hours	0%	0%	33%	67%	0%
	% Late 2-4 Hours	0%	0%	17%	0%	0%
	% Late 4-6 Hours	50%	33%	33%	0%	0%
	% Late GT 6 Hours	25%	50%	0%	0%	0%
Detroit SAA	Number of Originations	6	6	5	1	2
	% Ontime	33%	17%	40%	0%	50%
	% Late 0-2 Hours	67%	67%	20%	100%	0%
	% Late 2-4 Hours	0%	0%	20%	0%	0%
	% Late 4-6 Hours	0%	0%	20%	0%	0%
	% Late GT 6 Hours	0%	17%	0%	0%	50%

CSX Comments: Total road train delays were 73 trains. Crew delays were 41 trains for 221 hours; power 12 trains for 53 hours; originating trains 20 for 99 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	11/20/00	11/21/00	11/22/00	11/23/00	11/24/00	Average
Cars Offered	NS	83	19	0	43	NA	36
	All Other	250	84	36	222	NA	148
	Total	333	103	36	265	NA	184

Measures all cars in offered interchange status on acquired Conrail territory only. Volumes are listed by cars offered to NS (Norfolk Southern) and All Other Railroads.

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	11/20/00	11/21/00	11/22/00	11/23/00	11/24/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	50%	0%	50%	40%
MARC	Trains	18	18	18	0	8	62
	% On Time	89%	100%	89%	0%	100%	94%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	11/18/00	11/19/00	11/20/00	11/21/00	11/22/00	11/23/00	11/24/00	Total
Baltimore	Train Crew Starts	16	18	14	19	12	1	3	83
	Crews Delayed +2 Hours	7	8	7	10	4	0	1	37
	% Delayed +2 Hours	44%	44%	50%	53%	33%	0%	33%	45%
Buffalo	Train Crew Starts	45	39	31	36	41	22	5	219
	Crews Delayed +2 Hours	9	15	11	9	10	5	0	59
	% Delayed +2 Hours	20%	38%	35%	25%	24%	23%	0%	27%
Chicago	Train Crew Starts	23	25	24	26	25	5	16	144
	Crews Delayed +2 Hours	6	7	4	2	8	0	3	30
	% Delayed +2 Hours	26%	28%	17%	8%	32%	0%	19%	21%
Cincinnati	Train Crew Starts	41	34	34	30	30	2	2	173
	Crews Delayed +2 Hours	4	5	0	0	1	0	1	11
	% Delayed +2 Hours	10%	15%	0%	0%	3%	0%	50%	6%
Cleveland	Train Crew Starts	33	24	23	19	17	8	2	126
	Crews Delayed +2 Hours	10	7	3	11	11	4	0	46
	% Delayed +2 Hours	30%	29%	13%	58%	65%	50%	0%	37%
Cumberland	Train Crew Starts	35	33	34	28	29	3	3	165
	Crews Delayed +2 Hours	8	5	11	1	6	0	0	31
	% Delayed +2 Hours	23%	15%	32%	4%	21%	0%	0%	19%
Detroit	Train Crew Starts	3	4	5	5	7	0	0	24
	Crews Delayed +2 Hours	0	0	2	1	3	0	0	6
	% Delayed +2 Hours	0%	0%	40%	20%	43%	0%	0%	25%
Philadelphia	Train Crew Starts	9	10	11	13	11	3	2	59
	Crews Delayed +2 Hours	2	2	3	3	2	0	1	13
	% Delayed +2 Hours	22%	20%	27%	23%	18%	0%	50%	22%
Selkirk	Train Crew Starts	50	33	31	43	38	20	10	225
	Crews Delayed +2 Hours	19	14	17	16	7	0	0	73
	% Delayed +2 Hours	38%	42%	55%	37%	18%	0%	0%	32%
Toledo	Train Crew Starts	30	30	32	27	27	0	2	148
	Crews Delayed +2 Hours	9	5	6	7	5	0	0	32
	% Delayed +2 Hours	30%	17%	19%	26%	19%	0%	0%	22%
Willard	Train Crew Starts	39	47	34	43	40	14	2	219
	Crews Delayed +2 Hours	8	14	11	14	11	5	0	63
	% Delayed +2 Hours	21%	30%	32%	33%	28%	36%	0%	29%

Daily number of train crew starts from selected yards or terminals and the number of those originating train crews that were delayed in those yards or terminals for two hours or more after going on-duty. The percentage of those delayed starts.

Surface Transportation Board

Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	11/18/00	11/19/00	11/20/00	11/21/00	11/22/00	11/23/00	11/24/00	Total

Train Delay	Originating Train Starts	119	102	92	101	109	47	26	596
	Delayed Hours - Power	7	14	0	1	5	10	0	37
	Delayed Hours - Crews	13	10	5	23	15	30	0	96

Daily number of originating train starts on the Northern Region and the hours delayed due to lack of power and crew of those originating train crews. The delayed train starts will be broken down between power and crew delayed hours.

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	11/18/00	11/19/00	11/20/00	11/21/00	11/22/00	11/23/00	11/24/00	Average

Crew Availability		83%	83%	77%	76%	76%	74%	75%	78%
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Daily percentage of CSXT road train crews that are available for work on the Northern Region Lines.

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	11/18/00	11/19/00	11/20/00	11/21/00	11/22/00	11/23/00	11/24/00	Total

Crews/Recrews	Train Crew Starts	290	236	225	248	266	144	121	1530
	Recrews	3	13	6	8	10	14	1	55
	% Recrewed	1%	6%	3%	3%	4%	10%	1%	4%

Daily number of CSXT road train crew starts, the number of recrews and percentage of recrews for the Northern Region Lines.

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	11/18/00	11/19/00	11/20/00	11/21/00	11/22/00	11/23/00	11/24/00	Average

Locomotives	Gross Fleet Size	4093	4115	4126	4127	4153	4161	4181	4137
	Avg. Number Available	3699	3701	3724	3735	3760	NA	3832	3742
	OOS Ratio	5.2	5.7	5.9	5.9	6.0	5.7	5.2	5.7

The measure for Gross Fleet will consist of CSX owned, leased, and foreign locomotives on-line. The Average Number Available will be the number of net fleet available to move traffic. The Out-of-Service Ratio (OOS) is the ratio of CSXT owned locomotives not available.

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	11/18/00	11/19/00	11/20/00	11/21/00	11/22/00	11/23/00	11/24/00	Average

Train Delay	Philadelphia/South Jersey	4	7	1	4	4	2	3	4
	North Jersey	9	7	5	5	2	4	5	5
	Detroit	2	2	1	0	0	3	0	1

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification. The measure will be a composite of CSX and NS trains.

George A. Aspatore
General Solicitor

(757) 629-2657
(757) 533-4872
E-mail gaaspato@nscorp.com

November 29, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending November 24, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. In an effort to provide you with more detailed information regarding delays, I have included two schedules supporting NS's Chicago Gateway and Corridor Train Performance reports, which identify the number and total time for delays due to crew, power, or other issues. I also have supplied the Public Reporting Measures that we provide to the Conrail Transaction Council and the AAR.

Mr. Melvin F. Clemens, Jr.
November 29, 2000
Page 2

As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

November 29, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell increased due to the holiday. On the monitored corridors and Chicago gateway operations, 21 trains were held for terminal delays, 19 trains were held for crews, and 9 trains were held for power.

With respect to our customer service hotline in Buffalo, NS did not receive any calls over the two-week period.

In the Shared Assets Areas, daily average on-hand car volume increased slightly at Oak Island, Pavonia, and North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased from the prior week: 41 trains were delayed 221 hours for lack of crews and 12 trains were delayed for 53 hours awaiting power. Twenty originating trains were delayed a total of 99 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 61% of the delay hours reported in the SAAs.

Sincerely,





For the week ending 11/24/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	11/20/00	850	148	118	266	278	22.4
	11/21/00	850	128	156	284	263	12.9
	11/22/00	850	182	206	388	228	25.7
	11/23/00	850	186	266	452	30	31.9
	11/24/00	850	182	251	433	8	62.5
North Yard MI Average		850	165	199	365	161	21.0
Oak Island NJ	11/20/00	1200	269	239	508	375	35.3
	11/21/00	1200	375	472	847	598	31.4
	11/22/00	1200	479	523	1002	590	27.6
	11/23/00	1200	616	473	1089	145	22.5
	11/24/00	1200	628	536	1164	122	68.4
Oak Island NJ Average		1200	473	449	922	366	32.7
Pavonia NJ	11/20/00	900	230	339	569	684	30.9
	11/21/00	900	237	206	443	281	22.8
	11/22/00	900	380	271	651	760	20.2
	11/23/00	900	338	359	697	145	8.0
	11/24/00	900	307	244	551		
Pavonia Average		900	298	284	582	374	23.6

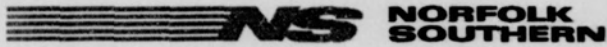


**NORFOLK
SOUTHERN**

For the week ending 11/24/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	20-Nov	6	33%	67%	0%	0%	0%
	21-Nov	6	17%	67%	0%	0%	17%
	22-Nov	5	40%	20%	20%	20%	0%
	23-Nov	1	0%	100%	0%	0%	0%
	24-Nov	2	50%	0%	0%	0%	50%
Detroit Total		20	30%	50%	5%	5%	10%
North Jersey Total	20-Nov	10	10%	60%	20%	0%	10%
	21-Nov	15	33%	27%	13%	0%	27%
	22-Nov	17	24%	41%	24%	0%	12%
	23-Nov	7	86%	14%	0%	0%	0%
	24-Nov	7	0%	0%	57%	29%	14%
North Jersey Total		56	29%	32%	21%	4%	14%
South Jersey Total	20-Nov	4	25%	0%	0%	50%	25%
	21-Nov	6	17%	0%	0%	33%	50%
	22-Nov	6	17%	33%	17%	33%	0%
	23-Nov	3	33%	67%	0%	0%	0%
	24-Nov	2	100%	0%	0%	0%	0%
South Jersey Total		21	29%	19%	5%	29%	19%
Grand Total		97	29%	33%	14%	9%	14%



For the week ending 11/24/00

Shared Asset Area Trains Held

area	Sat 18-Nov	Sun 19-Nov	Mon 20-Nov	Tue 21-Nov	Wed 22-Nov	Thu 23-Nov	Fri 24-Nov	Grand Total
North Jersey	7	9	4	2	5	5	5	37
South Jersey	7	4	2	4	4	1	3	25
Detroit	2	2	3	0	0	1	0	8

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	0	179	0	55	133	367
Total	0	179	0	55	133	367

Snapshot taken between 2:00 and 3:00 each day
 NS acquired territory only

NS Northern Region Train Starts and Delays

	Saturday 18-Nov	Sunday 19-Nov	Monday 20-Nov	Tuesday 21-Nov	Wednesday 22-Nov	Thursday 23-Nov	Friday 24-Nov	Grand Total
# of Train Starts	177	152	153	172	161	131	152	1098
Delay Cause								
Crew Delays (hrs)	0.0	2.5	12.8	0.0	0.0	1.6	1.0	17.9
Power Delays (hrs)	18.0	17.2	3.5	6.6	8.0	18.0	0.0	71.2

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 18-Nov	Sunday 19-Nov	Monday 20-Nov	Tuesday 21-Nov	Wednesday 22-Nov	Thursday 23-Nov	Friday 24-Nov	average
Fleet Size	3506	3514	3541	3550	3494	3545	3570	3531
available	3302	3315	3344	3358	3323	3354	3383	3340
out of service %	5.8%	5.7%	5.6%	5.4%	4.9%	5.4%	5.2%	5.4%

Snapshot taken at midnight
 Fleet size is all locomotives on line. Includes owned, leased and foreign.



NS Crew Starts and Delays

		Saturday 18-Nov	Sunday 19-Nov	Monday 20-Nov	Tuesday 21-Nov	Wednesday 22-Nov	Thursday 23-Nov	Friday 24-Nov	Grand Total
Allentown	crew starts	10	14	14	16	17	7	8	86
	crews delayed	4	4	6	7	3	2	2	28
Bellevue	crew starts	37	34	37	41	35	22	29	235
	crews delayed	19	13	13	17	18	2	10	92
Buffalo	crew starts	27	20	15	16	26	16	19	139
	crews delayed	2	4	4	5	7	3	5	30
Chicago	crew starts	37	36	34	33	36	23	32	231
	crews delayed	15	16	14	11	18	7	11	92
Cincinnati	crew starts	37	41	29	41	34	24	29	235
	crews delayed	7	7	5	8	6	4	6	43
Cleveland	crew starts	11	12	12	13	9	9	8	74
	crews delayed	5	8	4	5	5	4	4	35
Conway	crew starts	52	52	50	52	55	45	31	337
	crews delayed	14	14	13	10	14	14	10	89
Detroit	crew starts	18	13	20	21	17	8	19	116
	crews delayed	6	4	7	8	7	3	10	45
Elkhart	crew starts	38	38	39	29	33	26	39	242
	crews delayed	10	12	19	12	14	8	10	85
Harrisburg	crew starts	67	52	54	52	60	46	41	372
	crews delayed	29	24	18	18	28	18	18	153
Toledo	crew starts	54	51	53	55	58	46	37	354
	crews delayed	15	5	9	18	21	9	6	83

Notes: Data source is T&E employees' "End of Trip" reporting
 A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.
 Includes all trains for location, whether originating or run-through.
 A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 18-Nov	Sunday 19-Nov	Monday 20-Nov	Tuesday 21-Nov	Wednesday 22-Nov	Thursday 23-Nov	Friday 24-Nov	average
availability%	79%	78%	76%	79%	79%	75%	75%	77%

Notes: A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

NS Northern Region Crew Starts and Recrews

	Saturday 18-Nov	Sunday 19-Nov	Monday 20-Nov	Tuesday 21-Nov	Wednesday 22-Nov	Thursday 23-Nov	Friday 24-Nov	Grand Total
crew starts	349	308	297	305	316	241	242	2058
recrews	10	13	6	11	16	7	6	69

Notes: A summary of trains ordered by field transportation using relief crew (recrew) train symbol
 Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service

STB

FD-33388

12-28-00

D

ID-201157



SURFACE TRANSPORTATION BOARD

Memorandum

201157

ENTERED
Office of the Secretary

DEC 29 2000

Part of
Public Record



DATE: December 28, 2000

TO : Ellen Keys, Assistant Secretary
Section of Publications/Records
Office of the Secretary

FROM: *For* Mel Clemens, Director
MC Office of Compliance and Enforcement

D

SUBJECT : STB FINANCE DOCKET NO. 33388 - OPERATIONAL MONITORING DATA

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da To Da Office Solutions. If there are any questions, please don't hesitate to contact me or Jim Greene.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Commissioner Clyburn
Richard Armstrong
Ron Douglas
Charles Renninger



500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4134
Fax (904) 359-1571

T. J. Stephenson
Assistant Vice President -
Service Measurements

December 27, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
The Mercury Building
1925 K Street, NW, Suite 780
Washington, DC 20423

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, December 22nd.

Cars on-line improved from 247,753 to 244,775 cars, and terminal dwell improved from 27.5 to 26.6 hours. Train velocity, affected somewhat by winter weather, was slightly lower, moving from 20.8 to 20.4 miles-per-hour.

We would offer the following observations and interpretations regarding the data CSXT provides the STB, Conrail Transaction Council, and the AAR:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably by 22 percentage points to 34%. The greater-than-six-hours-late category moved unfavorably 15 percentage points to 46%. This reflects the effect of severe winter weather in the routes leading to Chicago.

Yards and Terminals

Car volumes and dwell times remained within expected levels at most terminals across the network. Eight of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

Two of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 92%. Overall, the on-time-to-two-hours-late category moved unfavorably three percentage points to 66%, and the percent of trains in the greater-than-six-hours-late category moved unfavorably by three percentage points to 19%.

Shared Areas

Daily average on hand cars decreased at Oak Island, and increased slightly at North Yard and Pavonia. Overall terminal dwell time was 29.3 hours, compared to 29.6 hours last week. For the week, there were a total of 75 trains delayed for CSXT and NS: 43 for crew, 12 for power, and 20 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 724 train starts, daily Train Delay totaled 47 hours for Power and 161 hours for Crew. Power delay was down, while crew delay was up from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 30.6% for the week, down from 32.0% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 77%, down from 82% the prior week.

Daily Number of Recrews Required: Of 1356 crew starts, 73 (4%) were recrews, up from 3% the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for Detroit, three trains for South Jersey, and six trains for North Jersey.

Locomotives: Gross Locomotives = 3913, Average Available = 3562, and Out-of-Service Ratio = 6.1%, up slightly from 6.0% the prior week.

Cars Offered in Interchange: averaged 380 cars daily, of which 44 were allocated to Norfolk Southern. Daily average and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh – Washington) and 82% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot-Line): the customer service center received no hot-line calls seeking assistance in tracing cars.

Railroad operations have remained strong in spite of severe winter weather over parts of the northern regions. Cars on-line were at their lowest weekly average recorded this year, terminal dwell improved over the prior week, and overall train velocity, while decreasing slightly, remained above twenty miles-per-hour. We expect these trends to reverse slightly on next week's report due to a planned shutdown over the Christmas holiday.

Sincerely,

L. L. Hayes
Director – Management and Regulatory Reporting
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: **12/22/00**

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 12/18/00	Tuesday 12/19/00	Wednesday 12/20/00	Thursday 12/21/00	Friday 12/22/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	467	362	319	327	288
	Cars On Hand - Empty	377	368	328	434	454
	Cars On Hand - Total	844	730	647	761	742
	Cars Handled	754	415	422	584	415
	Dwell Hours	32.1	32.3	28.6	27.6	26.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	241	276	341	370	193
	Cars On Hand - Empty	226	263	385	474	305
	Cars On Hand - Total	467	539	726	844	498
	Cars Handled	358	364	325	397	409
	Dwell Hours	39.3	21.4	19.6	17.5	38.7
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	101	168	208	298	203
	Cars On Hand - Empty	45	51	51	103	127
	Cars On Hand - Total	146	219	259	401	330
	Cars Handled	72	120	227	176	159
	Dwell Hours	21.5	30.5	37.0	28.7	34.8

CSX Comments: Daily average on hand cars decreased at Oak Island, and increased slightly at Pavonia and North Yard. Overall terminal dwell time was 29.3 hours, down from 29.6 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	12/18/00	12/19/00	12/20/00	12/21/00	12/22/00
North Jersey SAA	Number of Originations	10	16	18	15	13
	% Ontime	10%	31%	22%	20%	31%
	% Late 0-2 Hours	40%	19%	44%	27%	8%
	% Late 2-4 Hours	30%	13%	11%	27%	23%
	% Late 4-6 Hours	10%	13%	6%	7%	15%
	% Late GT 6 Hours	10%	25%	17%	20%	23%
South Jersey SAA	Number of Originations	3	5	5	5	5
	% Ontime	33%	20%	0%	20%	40%
	% Late 0-2 Hours	33%	20%	20%	20%	0%
	% Late 2-4 Hours	0%	20%	40%	0%	20%
	% Late 4-6 Hours	0%	0%	20%	0%	0%
	% Late GT 6 Hours	33%	40%	20%	60%	40%
Detroit SAA	Number of Originations	3	4	5	4	4
	% Ontime	67%	0%	20%	25%	50%
	% Late 0-2 Hours	33%	25%	20%	25%	0%
	% Late 2-4 Hours	0%	0%	20%	0%	25%
	% Late 4-6 Hours	0%	50%	0%	0%	0%
	% Late GT 6 Hours	0%	25%	40%	50%	25%

CSX Comments: Total road train delays were 75 trains. Crew delays were 43 trains for 242 hours; power 12 trains for 130 hours; originating trains 20 for 107 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	12/18/00	12/19/00	12/20/00	12/21/00	12/22/00	Average
Cars Offered	NS	16	108	37	37	24	44
	All Other	380	342	548	282	128	336
	Total	396	450	585	319	152	380

Measures all cars in offered interchange status on acquired Conrail territory only. Volumes are listed by cars offered to NS (Norfolk Southern) and All Other Railroads.

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	12/18/00	12/19/00	12/20/00	12/21/00	12/22/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	50%	50%	100%	40%
MARC	Trains	18	18	18	18	18	90
	% On Time	89%	61%	89%	72%	100%	82%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	12/16/00	12/17/00	12/18/00	12/19/00	12/20/00	12/21/00	12/22/00	Total
Baltimore	Train Crew Starts	19	15	16	22	18	18	15	123
	Crews Delayed +2 Hours	8	6	7	9	8	6	3	47
	% Delayed +2 Hours	42%	40%	44%	41%	44%	33%	20%	38%
Buffalo	Train Crew Starts	47	41	32	41	44	45	41	291
	Crews Delayed +2 Hours	8	9	10	10	14	8	13	72
	% Delayed +2 Hours	17%	22%	31%	24%	32%	18%	32%	25%
Chicago	Train Crew Starts	25	19	19	25	25	16	13	142
	Crews Delayed +2 Hours	14	10	6	8	10	9	7	64
	% Delayed +2 Hours	56%	53%	32%	32%	40%	56%	54%	45%
Cincinnati	Train Crew Starts	37	35	29	33	33	35	28	230
	Crews Delayed +2 Hours	5	3	1	3	1	4	2	19
	% Delayed +2 Hours	14%	9%	3%	9%	3%	11%	7%	8%
Cleveland	Train Crew Starts	24	30	25	21	29	25	16	170
	Crews Delayed +2 Hours	12	13	14	11	10	6	2	68
	% Delayed +2 Hours	50%	43%	56%	52%	34%	24%	13%	40%
Cumberland	Train Crew Starts	30	33	25	31	33	34	30	216
	Crews Delayed +2 Hours	2	4	9	8	9	8	11	51
	% Delayed +2 Hours	7%	12%	36%	26%	27%	24%	37%	24%
Detroit	Train Crew Starts	6	3	4	5	3	5	5	31
	Crews Delayed +2 Hours	2	0	2	2	0	2	1	9
	% Delayed +2 Hours	67%	0%	50%	40%	0%	40%	20%	29%
Philadelphia	Train Crew Starts	9	15	9	13	13	12	11	82
	Crews Delayed +2 Hours	1	3	0	4	0	5	4	17
	% Delayed +2 Hours	11%	20%	0%	31%	0%	42%	36%	21%
Selkirk	Train Crew Starts	46	40	35	39	50	41	47	298
	Crews Delayed +2 Hours	12	14	7	9	15	12	9	78
	% Delayed +2 Hours	26%	35%	20%	23%	30%	29%	19%	26%
Toledo	Train Crew Starts	29	30	23	30	27	27	14	180
	Crews Delayed +2 Hours	8	9	14	18	7	7	4	67
	% Delayed +2 Hours	28%	30%	61%	60%	26%	26%	29%	37%
Willard	Train Crew Starts	41	31	26	51	44	45	30	268
	Crews Delayed +2 Hours	11	14	8	16	14	13	6	82
	% Delayed +2 Hours	27%	45%	31%	31%	32%	29%	20%	31%

Daily number of train crew starts from selected yards or terminals and the number of those originating train crews that were delayed in those yards or terminals for two hours or more after going on-duty. The percentage of those delayed starts.

Surface Transportation Board

Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	12/16/00	12/17/00	12/18/00	12/19/00	12/20/00	12/21/00	12/22/00	Total
Train Delay	Originating Train Starts	108	99	89	100	115	106	107	724
	Delayed Hours - Power	2	6	0	0	6	9	24	47
	Delayed Hours - Crews	28	29	26	31	15	13	19	161

Daily number of originating train starts on the Northern Region and the hours delayed due to lack of power and crew of those originating train crews. The delayed train starts will be broken down between power and crew delayed hours.

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	12/16/00	12/17/00	12/18/00	12/19/00	12/20/00	12/21/00	12/22/00	Average
Crew Availability		79%	79%	78%	78%	77%	77%	74%	77%

Daily percentage of CSXT road train crews that are available for work on the Northern Region Lines.

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	12/16/00	12/17/00	12/18/00	12/19/00	12/20/00	12/21/00	12/22/00	Total
Crews/Recrews	Train Crew Starts	283	233	237	264	287	284	268	1856
	Recrews	13	5	8	12	10	13	12	73
	% Recrewed	5%	2%	3%	5%	3%	5%	4%	4%

Daily number of CSXT road train crew starts, the number of recrews and percentage of recrews for the Northern Region Lines.

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	12/16/00	12/17/00	12/18/00	12/19/00	12/20/00	12/21/00	12/22/00	Average

Locomotives	Gross Fleet Size	3936	3920	3911	3915	3880	3928	3901	3913
	Avg. Number Available	3601	3574	3583	3578	3578	3521	3498	3562
	OOS Ratio	5.4	5.9	6.0	6.0	5.9	6.3	6.9	6.1

The measure for Gross Fleet will consist of CSX owned, leased, and foreign locomotives on-line. The Average Number Available will be the number of net fleet available to move traffic. The Out-of-Service Ratio (OOS) is the ratio of CSXT owned locomotives not available.

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	12/16/00	12/17/00	12/18/00	12/19/00	12/20/00	12/21/00	12/22/00	Average

Train Delay	Philadelphia South Jersey	4	4	2	2	1	4	1	3
	North Jersey	6	9	5	3	4	7	6	6
	Detroit	3	3	2	0	3	1	5	2

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification. The measure will be a composite of CSX and NS trains.

George A. Aspatore
General Solicitor

(757) 629-2657
(757) 533-4872
E-mail gaaspat@nscorp.com

December 28, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending December 22, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period. Also included is the bi-weekly Buffalo update.

Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. I also have supplied the Public Reporting Measures that we provide to the Conrail Transaction Council and the AAR.

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays and NS Northern Region Daily Crew Availability Percentage. This schedule ordinarily includes data showing NS Northern Region Crew Starts and Recrews. In addition, this transmittal ordinarily includes two additional confidential schedules supporting NS's Chicago Gateway and Corridor Train Performance reports, which identify the number and total time for delays due to crew, power, or other issues. Due to technical difficulties, NS is unable to provide these metrics in the report filed today. We will resolve the problem and will include this information with the report we file next week.

Mr. Melvin F. Clemens, Jr.
December 28, 2000
Page 2

As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

December 28, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

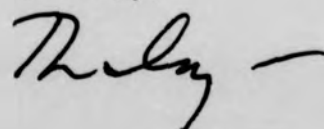
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell increased.

With respect to our customer service hotline in Buffalo, NS did not receive any calls over the two-week period.

In the Shared Assets Areas, daily average on-hand car volume decreased at Oak Island, while increasing slightly at Pavonia and North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power increased slightly from the prior week: 43 trains were delayed 242 hours for lack of crews and 12 trains were delayed for 130 hours awaiting power. Twenty originating trains were delayed a total of 107 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 61% of the delay hours reported in the SAAs.

Ordinarily, this transmittal would include data showing NS Northern Region Crew Starts and Recrews. In addition, this transmittal ordinarily includes two additional confidential schedules supporting NS's Chicago Gateway and Corridor Train Performance reports, which identify the number and total time for delays due to crew, power, or other issues. Due to technical difficulties, NS is unable to provide these metrics in the report filed today. We will resolve the problem and will include this information with the report we file next week.

Sincerely,





For the week ending 12/22/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	12/18/00	850	45	101	146	72	21.5
	12/19/00	850	51	168	219	120	30.5
	12/20/00	850	51	208	259	227	37.0
	12/21/00	850	103	298	401	176	28.7
	12/22/00	850	127	203	330	159	34.8
North Yard MI Average		850	75	196	271	151	32.1
Oak Island NJ	12/18/00	1200	377	467	844	754	32.1
	12/19/00	1200	368	362	730	415	32.3
	12/20/00	1200	328	319	647	422	28.6
	12/21/00	1200	434	327	761	584	27.6
	12/22/00	1200	454	288	742	415	26.8
Oak Island NJ Average		1200	392	353	745	518	29.7
Pavonia NJ	12/18/00	900	226	241	467	358	39.3
	12/19/00	900	263	276	539	364	21.4
	12/20/00	900	385	341	726	325	19.6
	12/21/00	900	474	370	844	397	17.5
	12/22/00	900	305	193	498	409	38.7
Pavonia Average		900	331	284	615	371	27.5

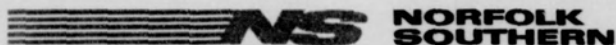


**NORFOLK
SOUTHERN**

For the week ending 12/22/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	18-Dec	3	67%	33%	0%	0%	0%
	19-Dec	4	0%	25%	0%	50%	25%
	20-Dec	5	20%	20%	20%	0%	40%
	21-Dec	4	25%	25%	0%	0%	50%
	22-Dec	4	50%	0%	25%	0%	25%
Detroit Total		20	30%	20%	10%	10%	30%
North Jersey Total	18-Dec	10	10%	40%	30%	10%	10%
	19-Dec	16	31%	19%	13%	13%	25%
	20-Dec	18	22%	44%	11%	6%	17%
	21-Dec	15	20%	27%	27%	7%	20%
	22-Dec	13	31%	8%	23%	15%	23%
North Jersey Total		72	24%	28%	19%	10%	19%
South Jersey Total	18-Dec	3	33%	33%	0%	0%	33%
	19-Dec	5	20%	20%	20%	0%	40%
	20-Dec	5	0%	20%	40%	20%	20%
	21-Dec	5	20%	20%	0%	0%	60%
	22-Dec	5	40%	0%	20%	0%	40%
South Jersey Total		23	22%	17%	17%	4%	39%
Grand Total		115	24%	24%	17%	9%	25%



For the week ending 12/22/00

Shared Asset Area Trains Held

area	Sat 16-Dec	Sun 17-Dec	Mon 18-Dec	Tue 19-Dec	Wed 20-Dec	Thu 21-Dec	Fri 22-Dec	Grand Total
North Jersey	6	9	5	3	4	7	6	40
South Jersey	4	4	2	2	1	4	1	18
Detroit	3	3	2		3	1	5	17

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	0	18	40	0	0	58
Total	0	18	40	0	0	58

Snapshot taken between 2:00 and 3:00 each day
 NS acquired territory only

NS Northern Region Train Starts and Delays

	Saturday 16-Dec	Sunday 17-Dec	Monday 18-Dec	Tuesday 19-Dec	Wednesday 20-Dec	Thursday 21-Dec	Friday 22-Dec	Grand Total
# of Train Starts	168	133	140	170	175	153	145	1084
Delay Cause								
Crew Delays (hrs)	0.0	0.0	0.0	0.0	7.5	2.8	0.0	10.3
Power Delays (hrs)	44.4	56.4	108.5	169.6	33.3	79.8	203.9	695.6

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 16-Dec	Sunday 17-Dec	Monday 18-Dec	Tuesday 19-Dec	Wednesday 20-Dec	Thursday 21-Dec	Friday 22-Dec	average
Fleet Size	3490	3480	3494	3476	3401	3470	3412	3460
available	3273	3246	3261	3243	3157	3214	3161	3222
out of service %	6.2%	6.7%	6.7%	6.7%	7.2%	7.4%	7.4%	6.9%

Snapshot taken at midnight
 Fleet size is all locomotives on line. Includes owned, leased and foreign.



NS Crew Starts and Delays

		Saturday 16-Dec	Sunday 17-Dec	Monday 18-Dec	Tuesday 19-Dec	Wednesday 20-Dec	Thursday 21-Dec	Friday 22-Dec	Grand Total
Allentown	crew starts	12	12	13	16	12	16	13	94
	crews delayed	3	6	4	4	2	4	3	26
Bellevue	crew starts	37	28	33	33	34	35	40	240
	crews delayed	16	13	14	5	9	9	17	83
Buffalo	crew starts	20	22	17	28	24	24	21	156
	crews delayed	5	5	1	7	4	4	4	30
Chicago	crew starts	35	30	30	36	36	28	29	224
	crews delayed	16	11	20	15	20	16	16	114
Cincinnati	crew starts	31	33	28	29	33	29	31	214
	crews delayed	8	8	10	4	5	6	5	46
Cleveland	crew starts	10	7	9	19	10	10	14	79
	crews delayed	5	3	5	11	6	3	3	36
Conway	crew starts	60	49	51	59	61	48	51	379
	crews delayed	14	14	12	21	21	19	12	113
Detroit	crew starts	12	12	19	18	19	17	12	109
	crews delayed	2	4	6	7	7	6	4	36
Elkhart	crew starts	38	29	36	30	37	33	24	227
	crews delayed	18	15	14	11	13	13	9	93
Harrisburg	crew starts	60	40	37	46	54	38	45	320
	crews delayed	15	14	12	14	29	17	14	115
Toledo	crew starts	61	48	41	49	61	48	51	359
	crews delayed	15	15	14	14	17	22	11	108

Notes: Data source is T&E employees' "End of Trip" reporting
 A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.
 Includes all trains for location, whether originating or run-through.
 A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 16-Dec	Sunday 17-Dec	Monday 18-Dec	Tuesday 19-Dec	Wednesday 20-Dec	Thursday 21-Dec	Friday 22-Dec	average
availability%	74%	75%	75%	76%	77%	78%	76%	76%

Notes: A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

NS Northern Region Crew Starts and Recrews

	Saturday 16-Dec	Sunday 17-Dec	Monday 18-Dec	Tuesday 19-Dec	Wednesday 20-Dec	Thursday 21-Dec	Friday 22-Dec	Grand Total
crew starts								
recrews								

Notes: A summary of trains ordered by field transportation using relief crew (recrew) train symbol
 Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service
 Due to technical difficulties, this data was not available at the time this report was filed

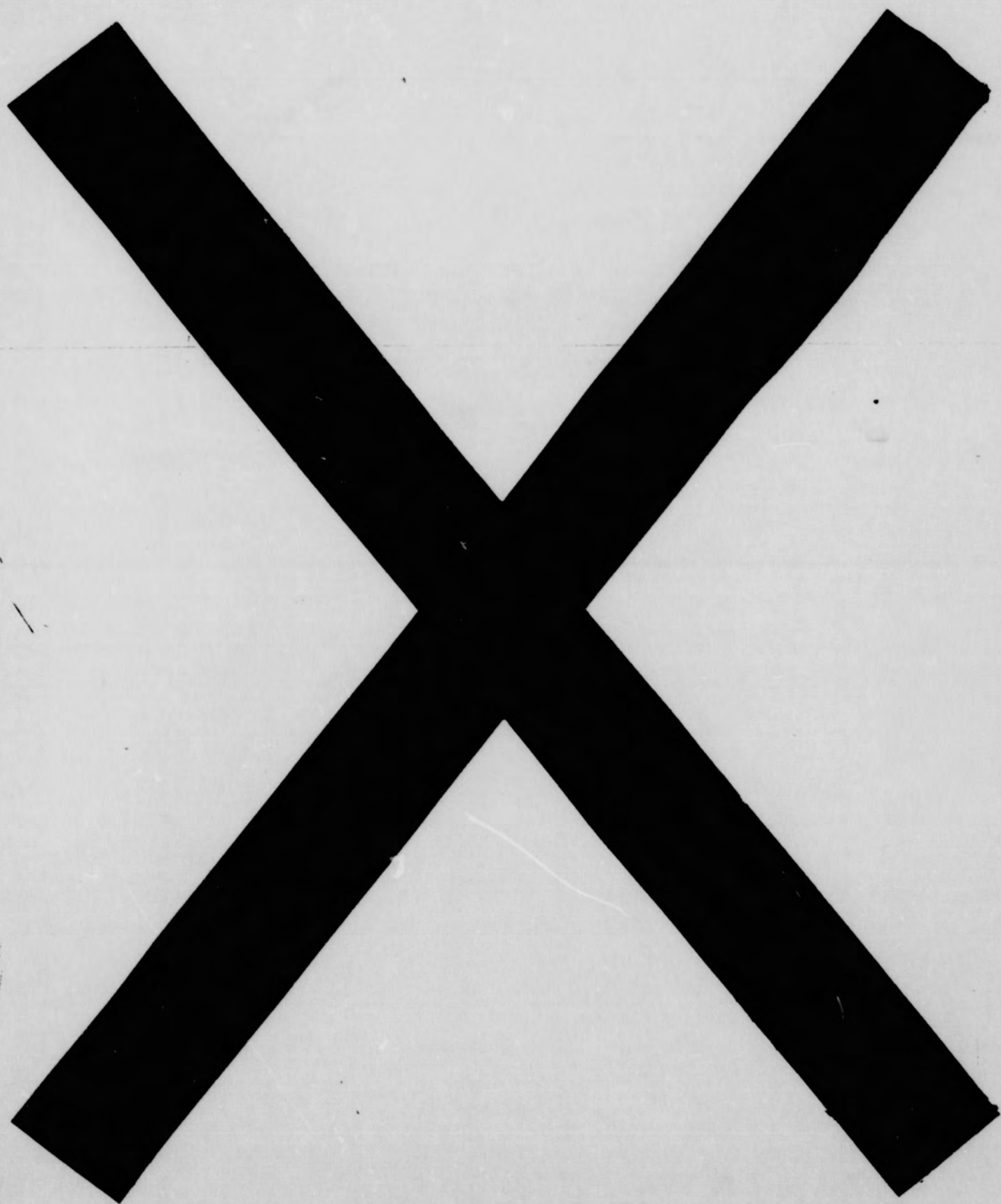
STB

FD-33388

11-24-00

D

ID-200602



SURFACE TRANSPORTATION BOARD

Memorandum

200602



DATE: November 22, 2000

TO : Ellen Keys, Assistant Secretary
Section of Publications/Records
Office of the Secretary

FROM : *X* For Mel Clemens, Director
Office of Compliance and Enforcement

ENTERED
Office of the Secretary
NOV 24 2000
Part of
Public Record

D

SUBJECT : STB FINANCE DOCKET NO. 33388 - OPERATIONAL MONITORING DATA

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da To Da Office Solutions. If there are any questions, please don't hesitate to contact me or Jim Greene.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Commissioner Clyburn
Richard Armstrong
Ron Douglas
Charles Renninger



500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4134
Fax (904) 359-1571

T. J. Stephenson
Assistant Vice President -
Service Measurements

November 21, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
The Mercury Building
1925 K Street, NW, Suite 780
Washington, DC 20423

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, November 17th.

The report shows sustained operational performance levels, at or near the most positive since the Conrail acquisition. Cars on-line moved down over 1000 cars from 246,592 to 245,280 cars, the lowest weekly average so far this year. Overall train velocity was 21.2 miles-per-hour, up from 20.7. This is the best performance recorded this year. Terminal dwell decreased from 27.3 to 26.6 hours. The railroad is still in a very healthy state at this stage of the fall peak.

We would offer the following observations and interpretations regarding the data CSXT provides the STB, Conrail Transaction Council, and the AAR:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably by four percentage points to 81%. The greater-than-six-hours-late category held steady at 8%.

Yards and Terminals

Car volumes and dwell times remained essentially flat at most terminals across the network. Seven of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

Three of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the Chicago to Northeast corridor with 93%. Overall, the on-time-to-two-hours-late category remained unchanged at 78%, and the percent of trains in the greater-than-six-hours-late category moved favorably by three percentage points.

Shared Areas

Daily average on hand cars decreased slightly at Oak Island and Pavonia, and increased slightly at Detroit. Overall terminal dwell time was 24.0 hours, compared to 26.3 hours last week. For the week, there were a total of 75 trains delayed for CSXT and NS: 41 for crew, 5 for power, and 29 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 810 train starts, daily Train Delay totaled 58 hours for Power and 30 hours for Crew. Power delay was up, and crew delay was down from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 24.6% for the week, unchanged from last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 84%, the same as the prior week.

Daily Number of Recrews Required: Of 1907 crew starts, 39 (2%) were recrews, the same as the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for Detroit, three trains for South Jersey, and five trains for North Jersey.

Locomotives: Gross Locomotives = 4079, Average Available = 3702, and Out-of-Service Ratio = 5.2%, up from 4.8% the prior week.

Cars Offered in Interchange: averaged 221 cars daily, of which 78 were allocated to Norfolk Southern. Daily average decreased, and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 92% for 90 MARC trains (West Virginia – Washington). We do not expect significantly improved Amtrak train performance until the track work scheduled through the end of the year is complete.

Buffalo Customer Service (Hot-Line): the customer service center received no hot-line calls seeking assistance in tracing cars.

CSXT continues to work with our customers at this time of year to provide stable service levels and a continuation of the improvements that have been evident since April. Train operations are being adjusted around the scheduled maintenance work programs going on throughout the network in order to provide more efficient windows of work.

Last week, CSXT met 15 out of 18 service reliability goals established for the “top of the peak” phase of the fall peak period. We met the goals for personal injuries, cars on-line, train velocity (overall and merchandise), miles of slow orders, crew duty days, re-crews, trains delayed for crew, car dwell, right connection, on-time originations, 30-hour cars, locomotive setback hours, leased locomotive out-of-service ratio, and locomotive terminal dwell. Seven of these measures exceeded their best performance of the year. Railroad operations continue at a high level of performance.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: **11/17/00**

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	402	303	432	444	415
	Cars On Hand - Empty	447	289	299	506	536
	Cars On Hand - Total	849	592	731	950	951
	Cars Handled	604	492	568	715	661
	Dwell Hours	24.4	22.8	23.4	29.6	32.0
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	234	235	194	278	279
	Cars On Hand - Empty	182	224	206	414	334
	Cars On Hand - Total	416	459	400	692	613
	Cars Handled	260	336	541	488	389
	Dwell Hours	32.5	19.3	18.6	21.5	24.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	146	157	128	254	354
	Cars On Hand - Empty	149	158	90	105	114
	Cars On Hand - Total	295	315	218	359	468
	Cars Handled	168	418	289	243	405
	Dwell Hours	25.7	15.6	18.4	17.3	26.8

CSX Comments: Daily average on hand cars decreased slightly at Oak Island and Pavonia, and increased at North Yard. Overall terminal dwell time was 24.0 hours, down from 26.3 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00
North Jersey SAA	Number of Originations	11	16	15	17	15
	% Ontime	27%	19%	24%	20%	22%
	% Late 0-2 Hours	36%	44%	27%	12%	33%
	% Late 2-4 Hours	36%	6%	33%	24%	27%
	% Late 4-6 Hours	0%	19%	13%	24%	0%
	% Late GT 6 Hours	0%	13%	7%	18%	20%
South Jersey SAA	Number of Originations	2	6	6	5	6
	% Ontime	50%	0%	17%	20%	17%
	% Late 0-2 Hours	0%	33%	17%	0%	0%
	% Late 2-4 Hours	0%	50%	0%	60%	0%
	% Late 4-6 Hours	0%	0%	17%	20%	67%
	% Late GT 6 Hours	50%	17%	50%	0%	17%
Detroit SAA	Number of Originations	3	5	6	5	5
	% Ontime	67%	80%	17%	0%	40%
	% Late 0-2 Hours	33%	0%	67%	100%	60%
	% Late 2-4 Hours	0%	20%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	17%	0%	0%

CSX Comments: Total road train delays were 75 trains. Crew delays were 41 trains for 257 hours; power 5 trains for 29 hours; originating trains 29 for 166 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00	Average
Cars Offered	NS	117	170	60	41	0	78
	All Other	139	284	218	69	9	144
	Total	256	454	278	110	9	221

Measures all cars in offered interchange status on acquired Conrail territory only. Volumes are listed by cars offered to NS (Norfolk Southern) and All Other Railroads.

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	50%	50%	70%
MARC	Trains	18	18	18	18	18	90
	% On Time	89%	100%	100%	83%	89%	92%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	11/11/00	11/12/00	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00	Total
Baltimore	Train Crew Starts	23	13	16	16	17	20	19	124
	Crews Delayed +2 Hours	6	5	8	7	9	15	11	61
	% Delayed +2 Hours	26%	38%	50%	44%	53%	75%	58%	49%
Buffalo	Train Crew Starts	47	37	33	43	44	51	51	306
	Crews Delayed +2 Hours	3	8	8	5	10	17	11	62
	% Delayed +2 Hours	6%	22%	24%	12%	23%	33%	22%	20%
Chicago	Train Crew Starts	28	22	25	24	27	26	24	176
	Crews Delayed +2 Hours	5	8	8	7	7	9	7	51
	% Delayed +2 Hours	18%	36%	32%	29%	26%	35%	29%	29%
Cincinnati	Train Crew Starts	36	36	42	31	40	37	39	261
	Crews Delayed +2 Hours	0	2	4	3	2	2	3	16
	% Delayed +2 Hours	0%	6%	10%	10%	5%	5%	8%	6%
Cleveland	Train Crew Starts	31	33	19	23	25	27	28	186
	Crews Delayed +2 Hours	10	5	8	6	8	11	9	57
	% Delayed +2 Hours	32%	15%	42%	26%	32%	41%	32%	31%
Cumberland	Train Crew Starts	40	36	28	36	29	33	34	236
	Crews Delayed +2 Hours	8	6	2	2	1	8	11	38
	% Delayed +2 Hours	20%	17%	7%	6%	3%	24%	32%	16%
Detroit	Train Crew Starts	6	5	3	8	7	6	5	40
	Crews Delayed +2 Hours	1	0	2	2	1	1	2	9
	% Delayed +2 Hours	17%	0%	67%	25%	14%	17%	40%	23%
Philadelphia	Train Crew Starts	15	10	9	13	10	9	16	82
	Crews Delayed +2 Hours	4	2	1	3	5	1	3	19
	% Delayed +2 Hours	27%	20%	11%	23%	50%	11%	19%	23%
Selkirk	Train Crew Starts	49	42	34	37	44	48	46	300
	Crews Delayed +2 Hours	16	17	9	8	9	13	11	83
	% Delayed +2 Hours	33%	40%	26%	22%	20%	27%	24%	28%
Toledo	Train Crew Starts	28	29	27	30	32	29	31	206
	Crews Delayed +2 Hours	3	3	4	6	11	5	9	41
	% Delayed +2 Hours	11%	10%	15%	20%	34%	17%	29%	20%
Willard	Train Crew Starts	43	50	39	40	43	37	45	297
	Crews Delayed +2 Hours	9	13	7	7	9	15	14	74
	% Delayed +2 Hours	21%	26%	18%	18%	21%	41%	31%	25%

Daily number of train crew starts from selected yards or terminals and the number of those originating train crews that were delayed in those yards or terminals for two hours or more after going on-duty. The percentage of those delayed starts.

Surface Transportation Board

Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	11/11/00	11/12/00	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00	Total
Train Delay	Originating Train Starts	111	121	104	111	113	121	129	810
	Delayed Hours - Power	5	4	7	3	1	28	10	58
	Delayed Hours - Crews	2	6	0	0	13	0	9	30

Daily number of originating train starts on the Northern Region and the hours delayed due to lack of power and crew of those originating train crews. The delayed train starts will be broken down between power and crew delayed hours.

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	11/11/00	11/12/00	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00	Average
Crew Availability		83%	82%	84%	85%	85%	85%	85%	84%

Daily percentage of CSXT road train crews that are available for work on the Northern Region Lines.

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	11/11/00	11/12/00	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00	Total
Crews/Recrews	Train Crew Starts	290	259	233	259	278	287	301	1907
	Recrews	3	8	2	4	5	11	6	39
	% Recrewed	1%	3%	1%	2%	2%	4%	2%	2%

Daily number of CSXT road train crew starts, the number of recrews and percentage of recrews for the Northern Region Lines.

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	11/11/00	11/12/00	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00	Average

Locomotives	Gross Fleet Size	4071	4077	4085	4081	4078	4082	4082	4079
	Avg. Number Available	3671	3725	3729	3723	3673	3702	3694	3702
	OOS Ratio	5.1	5.1	5.0	5.1	5.2	5.3	5.4	5.2

The measure for Gross Fleet will consist of CSX owned, leased, and foreign locomotives on-line. The Average Number Available will be the number of net fleet available to move traffic. The Out-of-Service Ratio (OOS) is the ratio of CSXT owned locomotives not available.

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	11/11/00	11/12/00	11/13/00	11/14/00	11/15/00	11/16/00	11/17/00	Average

Train Delay	Philadelphia/South Jersey	4	1	2	0	5	3	7	3
	North Jersey	5	6	4	3	6	5	8	5
	Detroit	1	3	2	2	1	4	3	2

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification. The measure will be a composite of CSX and NS trains.

George A. Aspatore
General Solicitor

(757) 629-2657
(757) 533-4872
E-mail gaaspato@nscorp.com

November 22, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending November 17, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. In an effort to provide you with more detailed information regarding delays, I have included two schedules supporting NS's Chicago Gateway and Corridor Train Performance reports, which identify the number and total time for delays due to crew, power, or other issues. I also have supplied the Public Reporting Measures that we provide to the Conrail Transaction Council and the AAR.

Mr. Melvin F. Clemens, Jr.
November 22, 2000
Page 2

As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

November 22, 2000

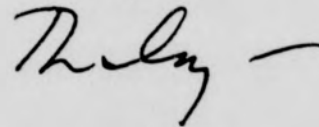
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed remained constant, and the average terminal dwell increased slightly. On the monitored corridors and Chicago gateway operations, 55 trains were held for terminal delays, 21 trains were held for crews, and 11 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased slightly at Oak Island and Pavonia while increasing slightly at North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power increased for the week: 41 trains were delayed 257 hours for lack of crews and 5 trains were delayed for 29 hours awaiting power. Twenty-nine originating trains were delayed a total of 166 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 71% of the delay hours reported in the SAAs.

Sincerely,





For the week ending 11/17/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	11/13/00	850	149	146	295	168	25.7
	11/14/00	850	158	157	315	418	15.6
	11/15/00	850	90	128	218	289	18.4
	11/16/00	850	105	254	359	243	17.3
	11/17/00	850	114	354	468	405	26.8
North Yard MI Average		850	123	208	331	305	20.5
Oak Island NJ	11/13/00	1200	447	402	849	604	24.4
	11/14/00	1200	289	303	592	492	22.8
	11/15/00	1200	299	432	731	568	23.4
	11/16/00	1200	506	444	950	715	29.6
	11/17/00	1200	536	415	951	661	32.0
Oak Island NJ Average		1200	415	399	815	608	26.8
Pavonia NJ	11/13/00	900	182	234	416	260	32.5
	11/14/00	900	224	235	459	336	19.3
	11/15/00	900	206	194	400	541	18.6
	11/16/00	900	414	278	692	488	21.5
	11/17/00	900	334	279	613	389	24.4
Pavonia Average		900	272	244	516	403	22.3

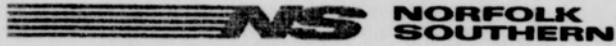


**NORFOLK
SOUTHERN**

For the week ending 11/17/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	13-Nov	3	67%	33%	0%	0%	0%
	14-Nov	5	80%	0%	20%	0%	0%
	15-Nov	6	17%	67%	0%	0%	17%
	16-Nov	5	0%	100%	0%	0%	0%
	17-Nov	5	40%	60%	0%	0%	0%
Detroit Total		24	38%	54%	4%	0%	4%
North Jersey Total	13-Nov	11	27%	36%	36%	0%	0%
	14-Nov	16	19%	44%	6%	19%	13%
	15-Nov	15	20%	27%	33%	13%	7%
	16-Nov	17	24%	12%	24%	24%	18%
	17-Nov	15	20%	33%	27%	0%	20%
North Jersey Total		74	22%	30%	24%	12%	12%
South Jersey Total	13-Nov	2	50%	0%	0%	0%	50%
	14-Nov	6	0%	33%	50%	0%	17%
	15-Nov	6	17%	17%	0%	17%	50%
	16-Nov	5	20%	0%	60%	20%	0%
	17-Nov	6	17%	0%	0%	67%	17%
South Jersey Total		25	16%	12%	24%	24%	24%
Grand Total		123	24%	31%	20%	12%	13%



For the week ending 11/17/00

Shared Asset Area Trains Held

area	Sat 11-Nov	Sun 12-Nov	Mon 13-Nov	Tue 14-Nov	Wed 15-Nov	Thu 16-Nov	Fri 17-Nov	Grand Total
North Jersey	5	6	4	3	6	5	8	37
South Jersey	4	1	2		5	3	7	22
Detroit	1	3	2	2	1	4	3	16

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification.

NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	73	0	41	33	0	147
Total	73	0	41	33	0	147

Snapshot taken between 2:00 and 3:00 each day
 NS acquired territory only

NS Northern Region Train Starts and Delays

	Saturday 11-Nov	Sunday 12-Nov	Monday 13-Nov	Tuesday 14-Nov	Wednesday 15-Nov	Thursday 16-Nov	Friday 17-Nov	Grand Total
# of Train Starts	204	156	162	172	185	177	176	1232
Delay Cause								
Crew Delays (hrs)	3.3	0.0	0.0	0.0	2.5	5.8	5.3	16.9
Power Delays (hrs)	8.9	28.0	23.8	10.5	18.2	56.1	19.4	164.8

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 11-Nov	Sunday 12-Nov	Monday 13-Nov	Tuesday 14-Nov	Wednesday 15-Nov	Thursday 16-Nov	Friday 17-Nov	average
Fleet Size	3632	3608	3602	3596	3594	3601	3576	3601
available	3451	3406	3417	3417	3404	3409	3385	3413
out of service %	5.0%	5.6%	5.1%	5.0%	5.3%	5.3%	5.3%	5.2%

Snapshot taken at midnight
 Fleet size is all locomotives on line. Includes owned, leased and foreign.



NS Crew Starts and Delays

		Saturday 11-Nov	Sunday 12-Nov	Monday 13-Nov	Tuesday 14-Nov	Wednesday 15-Nov	Thursday 16-Nov	Friday 17-Nov	Grand Total
Allentown	crew starts	12	13	16	16	17	20	17	111
	crews delayed	6	4	5	5	7	7	5	39
Bellevue	crew starts	41	44	42	47	45	44	40	303
	crews delayed	19	17	19	15	21	21	15	127
Buffalo	crew starts	25	26	20	26	24	24	22	167
	crews delayed	5	4	2	2	4	5	4	26
Chicago	crew starts	36	36	36	35	33	36	35	247
	crews delayed	18	13	12	14	11	17	14	99
Cincinnati	crew starts	44	48	37	43	37	39	40	288
	crews delayed	8	13	12	5	9	10	11	68
Cleveland	crew starts	10	8	15	17	13	11	17	91
	crews delayed	6	4	7	6	5	5	6	39
Conway	crew starts	66	47	45	57	65	57	58	395
	crews delayed	17	11	19	21	16	17	12	113
Detroit	crew starts	18	16	19	21	19	23	18	134
	crews delayed	2	4	10	5	7	9	5	42
Elkhart	crew starts	40	37	34	37	36	42	41	267
	crews delayed	8	8	13	13	10	18	22	92
Harrisburg	crew starts	64	49	37	60	64	63	59	396
	crews delayed	28	26	14	27	28	37	30	190
Toledo	crew starts	57	48	47	56	60	62	60	390
	crews delayed	9	6	11	18	9	21	11	85

Notes: Data source is T&E employees' "End of Trip" reporting
 A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.
 Includes all trains for location, whether originating or run-through.
 A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 11-Nov	Sunday 12-Nov	Monday 13-Nov	Tuesday 14-Nov	Wednesday 15-Nov	Thursday 16-Nov	Friday 17-Nov	average
availability%	79%	77%	78%	80%	82%	81%	81%	80%

Notes: A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

NS Northern Region Crew Starts and Recrews

	Saturday 11-Nov	Sunday 12-Nov	Monday 13-Nov	Tuesday 14-Nov	Wednesday 15-Nov	Thursday 16-Nov	Friday 17-Nov	Grand Total
crew starts	361	288	278	335	352	361	347	2322
recrews	12	8	3	13	18	14	14	87

Notes: A summary of trains ordered by field transportation using relief crew (recrew) train symbol
 Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service

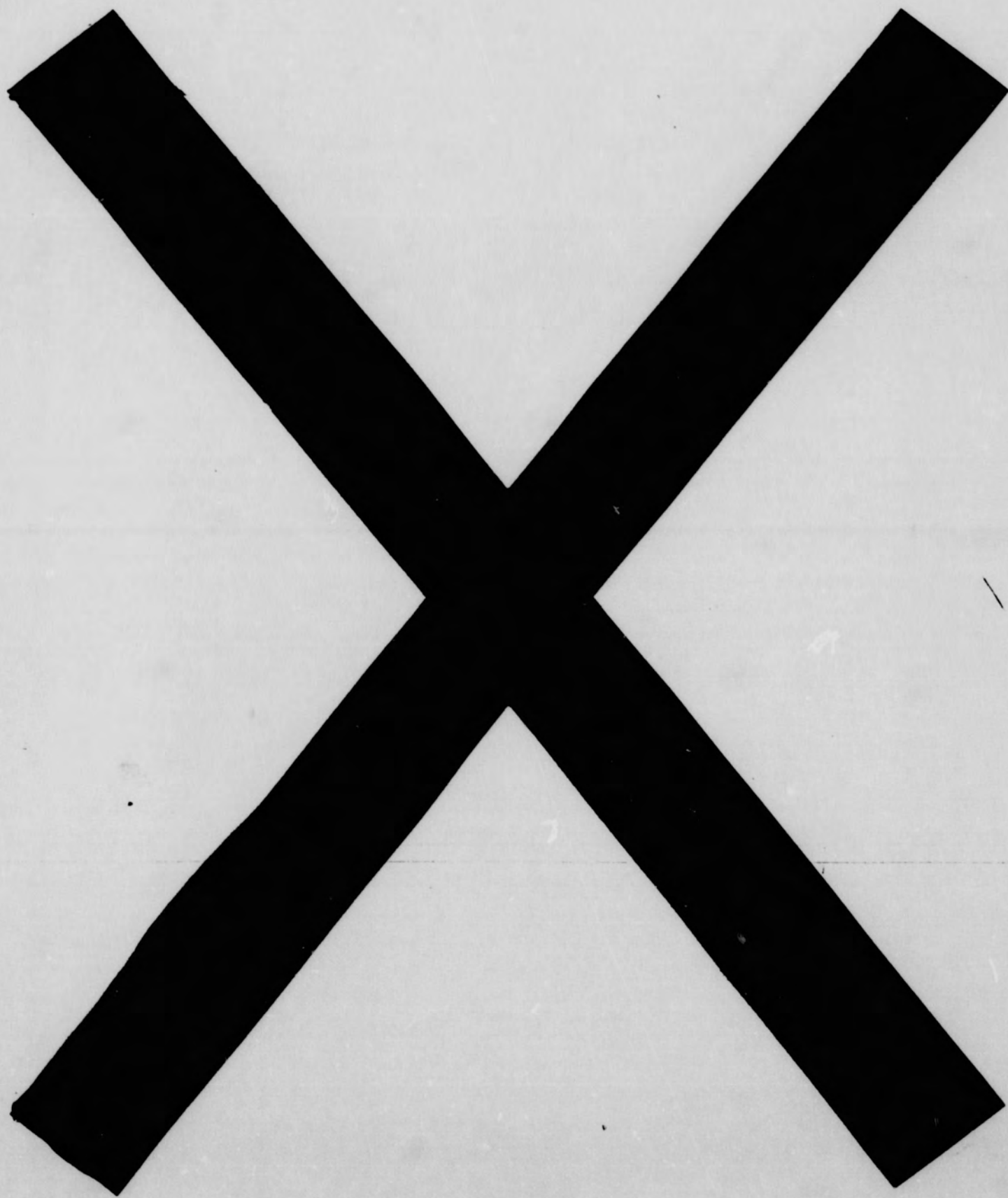
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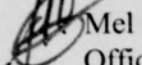
SURFACE TRANSPORTATION BOARD

Memorandum



DATE: December 21, 2000

TO : Ellen Keys, Assistant Secretary
Section of Publications/Records
Office of the Secretary

FROM  Mel Clemens, Director
Office of Compliance and Enforcement

ENTERED
Office of the Secretary

DEC 21 2000

Part of
Public Record

SUBJECT : STB FINANCE DOCKET NO. 33388 - OPERATIONAL MONITORING DATA

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da To Da Office Solutions. If there are any questions, please don't hesitate to contact me or Jim Greene.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Commissioner Clyburn
Richard Armstrong
Ron Douglas
Charles Renninger



500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4134
Fax (904) 359-1571

T. J. Stephenson
Assistant Vice President -
Service Measurements

December 20, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
The Mercury Building
1925 K Street, NW, Suite 780
Washington, DC 20423

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, December 15th.

Cars on-line improved from 249,398 to 247,753 cars, and terminal dwell remained flat at 27.5 hours. Train velocity, affected somewhat by winter weather, was slightly lower, moving from 21.2 to 20.8 miles-per-hour.

We would offer the following observations and interpretations regarding the data CSXT provides the STB, Conrail Transaction Council, and the AAR:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably by 23 percentage points to 56%. The greater-than-six-hours-late category moved unfavorably 20 percentage points to 31%. This reflects the effect of severe winter weather in the routes leading to Chicago.

Yards and Terminals

Car volumes and dwell times remained within expected levels at most terminals across the network. Five of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

Two of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 89%. Overall, the on-time-to-two-hours-late category moved unfavorably three percentage points to 69%, and the percent of trains in the greater-than-six-hours-late category moved unfavorably by two percentage points to 16%.

Shared Areas

Daily average on hand cars decreased at North Yard and Pavonia, and increased slightly at Oak Island. Overall terminal dwell time was 29.6 hours, compared to 27.4 hours last week. For the week, there were a total of 76 trains delayed for CSXT and NS: 43 for crew, 4 for power, and 29 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 805 train starts, daily Train Delay totaled 86 hours for Power and 77 hours for Crew. Power delay and crew delay were both up from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 32.0% for the week, up from 26.7% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 82%, the same as the prior week.

Daily Number of Recrews Required: Of 1876 crew starts, 56 (3%) were recrews, down from 4% the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged three trains per day for Detroit, three trains for South Jersey, and five trains for North Jersey.

Locomotives: Gross Locomotives = 4047, Average Available = 3695, and Out-of-Service Ratio = 6.0%, up slightly from 5.9% the prior week.

Cars Offered in Interchange: averaged 243 cars daily, of which 13 were allocated to Norfolk Southern. Daily average and the NS average decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh – Washington) and 94% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot-Line): the customer service center received no hot-line calls seeking assistance in tracing cars.

Last week, CSXT met 14 out of 18 service reliability goals established for the “normalizing operations” phase of the fall peak period. We met the goals for cars on-line, train velocity (overall and merchandise), miles of slow orders, crew duty days, re-crews, trains delayed for crew, car dwell, right connection, on-time originations, 30-hour cars, locomotive setback hours, leased locomotive out-of-service ratio, and locomotive terminal dwell.

Railroad operations have remained strong in spite of severe winter weather over parts of the northern regions. Cars on-line have returned to pre-Thanksgiving levels, terminal dwell has remained flat, and overall train velocity, while decreasing slightly, remains above twenty miles-per-hour.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: **12/15/00**

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 12/11/00	Tuesday 12/12/00	Wednesday 12/13/00	Thursday 12/14/00	Friday 12/15/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	542	316	421	399	387
	Cars On Hand - Empty	385	365	452	518	490
	Cars On Hand - Total	927	681	873	917	877
	Cars Handled	693	423	627	549	596
	Dwell Hours	38.0	33.8	32.6	35.5	30.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	318	278	285	241	213
	Cars On Hand - Empty	293	271	321	392	402
	Cars On Hand - Total	611	549	606	633	615
	Cars Handled	487	521	478	491	413
	Dwell Hours	36.0	20.9	16.3	19.8	25.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	63	163	103	197	220
	Cars On Hand - Empty	67	122	95	151	149
	Cars On Hand - Total	130	285	198	348	369
	Cars Handled	95	158	141	208	123
	Dwell Hours	9.8	45.4	31.1	36.2	21.0

CSX Comments: Daily average on hand cars decreased at North Yard and Pavonia, and increased slightly at Oak Island. Overall terminal dwell time was 29.6 hours, up from 27.4 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	12/11/00	12/12/00	12/13/00	12/14/00	12/15/00
North Jersey SAA	Number of Originations	12	18	15	16	16
	% On-time	17%	33%	27%	25%	25%
	% Late 0-2 Hours	58%	17%	33%	31%	38%
	% Late 2-4 Hours	8%	17%	20%	19%	13%
	% Late 4-6 Hours	8%	6%	0%	6%	0%
	% Late GT 6 Hours	8%	28%	20%	19%	25%
South Jersey SAA	Number of Originations	3	7	6	7	5
	% Ontime	33%	14%	33%	29%	20%
	% Late 0-2 Hours	0%	29%	0%	0%	0%
	% Late 2-4 Hours	0%	14%	0%	57%	40%
	% Late 4-6 Hours	33%	0%	17%	0%	0%
	% Late GT 6 Hours	33%	43%	50%	14%	40%
Detroit SAA	Number of Originations	3	4	5	4	5
	% Ontime	33%	25%	40%	25%	40%
	% Late 0-2 Hours	0%	25%	0%	25%	40%
	% Late 2-4 Hours	0%	0%	20%	0%	0%
	% Late 4-6 Hours	0%	25%	0%	0%	0%
	% Late GT 6 Hours	67%	25%	40%	50%	20%

CSX Comments: Total road train delays were 76 trains. Crew delays were 43 trains for 243 hours; power 4 trains for 50 hours; originating trains 29 for 126 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	12/11/00	12/12/00	12/13/00	12/14/00	12/15/00	Average
Cars Offered	NS	12	24	1	1	29	13
	All Other	291	238	228	198	191	229
	Total	303	262	229	199	220	243

Measures all cars in offered interchange status on acquired Conrail territory only. Volumes are listed by cars offered to NS (Norfolk Southern) and All Other Railroads.

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	12/11/00	12/12/00	12/13/00	12/14/00	12/15/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	50%	50%	50%	60%
MARC	Trains	18	18	18	18	18	90
	% On Time	94%	100%	78%	100%	100%	94%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	12/09/00	12/10/00	12/11/00	12/12/00	12/13/00	12/14/00	12/15/00	Total
Baltimore	Train Crew Starts	15	16	17	18	20	21	14	121
	Crews Delayed +2 Hours	6	8	11	8	6	8	7	54
	% Delayed +2 Hours	40%	50%	65%	44%	30%	38%	50%	45%
Buffalo	Train Crew Starts	49	43	40	37	49	47	49	314
	Crews Delayed +2 Hours	7	15	8	6	9	13	12	70
	% Delayed +2 Hours	14%	35%	20%	16%	18%	28%	24%	22%
Chicago	Train Crew Starts	27	24	20	9	21	16	21	138
	Crews Delayed +2 Hours	9	7	11	6	14	12	13	72
	% Delayed +2 Hours	33%	29%	55%	67%	67%	75%	62%	52%
Cincinnati	Train Crew Starts	35	30	43	31	31	35	29	234
	Crews Delayed +2 Hours	3	0	3	4	3	1	0	14
	% Delayed +2 Hours	9%	0%	7%	13%	10%	3%	0%	6%
Cleveland	Train Crew Starts	22	26	25	19	20	21	29	162
	Crews Delayed +2 Hours	8	3	6	6	7	9	4	43
	% Delayed +2 Hours	36%	12%	24%	32%	35%	43%	14%	27%
Cumberland	Train Crew Starts	37	31	32	30	35	35	35	235
	Crews Delayed +2 Hours	10	5	6	12	7	13	5	58
	% Delayed +2 Hours	27%	16%	19%	40%	20%	37%	14%	25%
Detroit	Train Crew Starts	4	4	6	2	6	5	4	31
	Crews Delayed +2 Hours	1	0	2	1	3	3	1	11
	% Delayed +2 Hours	25%	0%	33%	50%	50%	60%	25%	35%
Philadelphia	Train Crew Starts	15	10	9	13	15	12	12	86
	Crews Delayed +2 Hours	1	4	3	4	6	0	3	21
	% Delayed +2 Hours	7%	40%	33%	31%	40%	0%	25%	24%
Selkirk	Train Crew Starts	48	46	31	44	45	44	53	311
	Crews Delayed +2 Hours	20	19	12	17	20	10	12	110
	% Delayed +2 Hours	42%	41%	39%	39%	44%	23%	23%	35%
Toledo	Train Crew Starts	27	29	30	25	22	26	30	189
	Crews Delayed +2 Hours	11	11	6	10	10	7	15	70
	% Delayed +2 Hours	41%	38%	20%	40%	45%	27%	20%	37%
Willard	Train Crew Starts	42	42	38	32	44	47	39	284
	Crews Delayed +2 Hours	21	17	14	19	14	13	13	111
	% Delayed +2 Hours	50%	40%	37%	59%	14%	28%	33%	39%

Daily number of train crew starts from selected yards or terminals and the number of those originating train crews that were delayed in those yards or terminals for two hours or more after going on-duty. The percentage of those delayed starts.

Surface Transportation Board

Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	12/09/00	12/10/00	12/11/00	12/12/00	12/13/00	12/14/00	12/15/00	Total

Train Delay	Originating Train Starts	120	115	102	107	116	106	139	805
	Delayed Hours - Power	11	9	6	2	5	27	26	86
	Delayed Hours - Crews	3	14	2	7	7	5	39	77

Daily number of originating train starts on the Northern Region and the hours delayed due to lack of power and crew of those originating train crews. The delayed train starts will be broken down between power and crew delayed hours.

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	12/09/00	12/10/00	12/11/00	12/12/00	12/13/00	12/14/00	12/15/00	Average

Crew Availability		81%	80%	81%	82%	83%	82%	82%	82%
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Daily percentage of CSXT road train crews that are available for work on the Northern Region Lines.

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	12/09/00	12/10/00	12/11/00	12/12/00	12/13/00	12/14/00	12/15/00	Total

Crews/Recrews	Train Crew Starts	253	245	274	288	280	275	261	1876
	Recrews	9	6	10	6	11	6	8	56
	% Recrewed	4%	2%	4%	2%	4%	2%	3%	3%

Daily number of CSXT road train crew starts, the number of recrews and percentage of recrews for the Northern Region Lines.

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	12/09/00	12/10/00	12/11/00	12/12/00	12/13/00	12/14/00	12/15/00	Average

Locomotives	Gross Fleet Size	4101	4104	4083	4060	4029	3974	3975	4047
	Avg. Number Available	3664	3670	3720	3676	3734	3748	3651	3695
	OOS Ratio	6.5	6.0	5.8	6.2	6.1	5.9	5.7	6.0

The measure for Gross Fleet will consist of CSX owned, leased, and foreign locomotives on-line. The Average Number Available will be the number of net fleet available to move traffic. The Out-of-Service Ratio (OOS) is the ratio of CSXT owned locomotives not available.

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	12/09/00	12/10/00	12/11/00	12/12/00	12/13/00	12/14/00	12/15/00	Average

Train Delay	Philadelphia/South Jersey	2	5	2	0	2	4	4	3
	North Jersey	4	6	3	5	5	8	5	5
	Detroit	3	3	3	1	5	3	3	3

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification. The measure will be a composite of CSX and NS trains.

George A. Aspatore
General Solicitor

(757) 629-2657
(757) 533-4872
E-mail gaaspato@nscorp.com

December 20, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending December 15, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. In an effort to provide you with more detailed information regarding delays, I have included two schedules supporting NS's Chicago Gateway and Corridor Train Performance reports, which identify the number and total time for delays due to crew, power, or other issues. I also have supplied the Public Reporting Measures that we provide to the Conrail Transaction Council and the AAR.

Mr. Melvin F. Clemens, Jr.
December 20, 2000
Page 2

As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

December 20, 2000

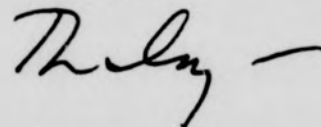
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

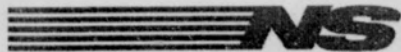
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 59 trains were held for terminal delays, 19 trains were held for crews, and 5 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and North Yard and increased slightly at Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power were comparable to last week: 43 trains were delayed 243 hours for lack of crews and 4 trains were delayed for 50 hours awaiting power. Twenty-nine originating trains were delayed a total of 126 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 60% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in cursive script, appearing to read "Thelma", followed by a horizontal line.



**NORFOLK
SOUTHERN**

For the week ending 12/15/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	12/11/00	850	67	63	130	95	9.8
	12/12/00	850	122	163	285	158	45.4
	12/13/00	850	95	103	198	141	31.1
	12/14/00	850	151	197	348	208	36.2
	12/15/00	850	149	220	369	123	21.0
North Yard MI Average		850	117	149	266	145	31.2
Oak Island NJ	12/11/00	1200	385	542	927	693	38.0
	12/12/00	1200	365	316	681	423	33.8
	12/13/00	1200	452	421	873	627	32.6
	12/14/00	1200	518	399	917	549	35.5
	12/15/00	1200	490	387	877	596	30.2
Oak Island NJ Average		1200	442	413	855	578	34.1
Pavonia NJ	12/11/00	900	293	318	611	487	36.0
	12/12/00	900	271	278	549	521	20.9
	12/13/00	900	321	285	606	478	16.3
	12/14/00	900	392	241	633	491	19.8
	12/15/00	900	402	213	615	413	25.9
Pavonia Average		900	336	267	603	478	23.7

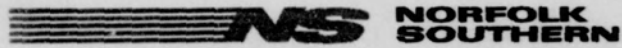


**NORFOLK
SOUTHERN**

For the week ending 12/15/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	11-Dec	3	33%	0%	0%	0%	67%
	12-Dec	4	25%	25%	0%	25%	25%
	13-Dec	5	40%	0%	20%	0%	40%
	14-Dec	4	25%	25%	0%	0%	50%
	15-Dec	5	40%	40%	0%	0%	20%
Detroit Total		21	33%	19%	5%	5%	38%
North Jersey Total	11-Dec	12	17%	58%	8%	8%	8%
	12-Dec	18	33%	17%	17%	6%	28%
	13-Dec	15	27%	33%	20%	0%	20%
	14-Dec	16	25%	31%	19%	6%	19%
	15-Dec	16	25%	38%	13%	0%	25%
North Jersey Total		77	26%	34%	16%	4%	21%
South Jersey Total	11-Dec	3	33%	0%	0%	33%	33%
	12-Dec	7	14%	29%	14%	0%	43%
	13-Dec	6	33%	0%	0%	17%	50%
	14-Dec	7	29%	0%	57%	0%	14%
	15-Dec	5	20%	0%	40%	0%	40%
South Jersey Total		28	25%	7%	25%	7%	36%
Grand Total		126	27%	25%	16%	5%	27%



For the week ending 12/15/00

Shared Asset Area Trains Held

area	Sat 09-Dec	Sun 10-Dec	Mon 11-Dec	Tue 12-Dec	Wed 13-Dec	Thu 14-Dec	Fri 15-Dec	Grand Total
North Jersey	4	6	3	5	5	8	5	36
South Jersey	2	5	2	0	2	4	4	19
Detroit	3	3	3	1	5	3	3	21

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	0	65	89	0	94	248
Total	0	65	89	0	94	248

Snapshot taken between 2:00 and 3:00 each day
 NS acquired territory only

NS Northern Region Train Starts and Delays

	Saturday 9-Dec	Sunday 10-Dec	Monday 11-Dec	Tuesday 12-Dec	Wednesday 13-Dec	Thursday 14-Dec	Friday 15-Dec	Grand Total
# of Train Starts	177	168	152	162	179	168	174	1180
Delay Cause								
Crew Delays (hrs)	1.9	0.0	12.8	4.9	10.0	1.0	2.3	32.9
Power Delays (hrs)	12.0	9.5	4.9	37.8	52.5	111.0	46.6	274.2

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 9-Dec	Sunday 10-Dec	Monday 11-Dec	Tuesday 12-Dec	Wednesday 13-Dec	Thursday 14-Dec	Friday 15-Dec	average
Fleet Size	3503	3478	3477	3436	3467	3458	3514	3476
available	3333	3294	3274	3233	3254	3246	3311	3278
out of service %	4.9%	5.3%	5.8%	5.9%	6.1%	6.1%	5.8%	5.7%

Snapshot taken at midnight
 Fleet size is all locomotives on line. Includes owned, leased and foreign.



NS Crew Starts and Delays

		Saturday 9-Dec	Sunday 10-Dec	Monday 11-Dec	Tuesday 12-Dec	Wednesday 13-Dec	Thursday 14-Dec	Friday 15-Dec	Grand Total
Allentown	crew starts	10	14	16	16	17	14	17	104
	crews delayed	4	5	7	4	5	3	6	34
Bellevue	crew starts	37	36	31	33	38	36	37	248
	crews delayed	20	13	12	16	13	13	16	103
Buffalo	crew starts	28	22	19	23	28	24	28	172
	crews delayed	7	7	2	7	6	6	6	41
Chicago	crew starts	33	38	26	29	28	26	38	218
	crews delayed	19	13	11	16	10	16	22	107
Cincinnati	crew starts	40	30	32	34	38	30	30	234
	crews delayed	10	6	8	4	9	7	1	45
Cleveland	crew starts	18	12	7	13	13	8	14	85
	crews delayed	8	4	2	6	5	3	6	34
Conway	crew starts	55	54	47	58	54	56	59	383
	crews delayed	21	17	12	19	16	19	16	120
Detroit	crew starts	15	17	16	11	17	15	20	111
	crews delayed	7	7	7	6	7	7	10	51
Elkhart	crew starts	36	39	29	24	23	33	31	215
	crews delayed	11	17	13	9	8	7	17	82
Harrisburg	crew starts	58	44	42	52	55	45	51	347
	crews delayed	26	13	15	14	18	20	21	127
Toledo	crew starts	57	51	39	45	51	49	52	344
	crews delayed	10	8	5	13	11	18	15	80

Notes: Data source is T&E employees' "End of Trip" reporting
 A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.
 Includes all trains for location, whether originating or run-through.
 A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 9-Dec	Sunday 10-Dec	Monday 11-Dec	Tuesday 12-Dec	Wednesday 13-Dec	Thursday 14-Dec	Friday 15-Dec	average
availability%	78%	77%	77%	80%	82%	77%	75%	78%

Notes: A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

NS Northern Region Crew Starts and Recrews

	Saturday 9-Dec	Sunday 10-Dec	Monday 11-Dec	Tuesday 12-Dec	Wednesday 13-Dec	Thursday 14-Dec	Friday 15-Dec	Grand Total
crew starts	343	311	259	301	300	299	324	2137
recrews	13	7	7	19	13	19	13	91

Notes: A summary of trains ordered by field transportation using relief crew (recrew) train symbol
 Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service

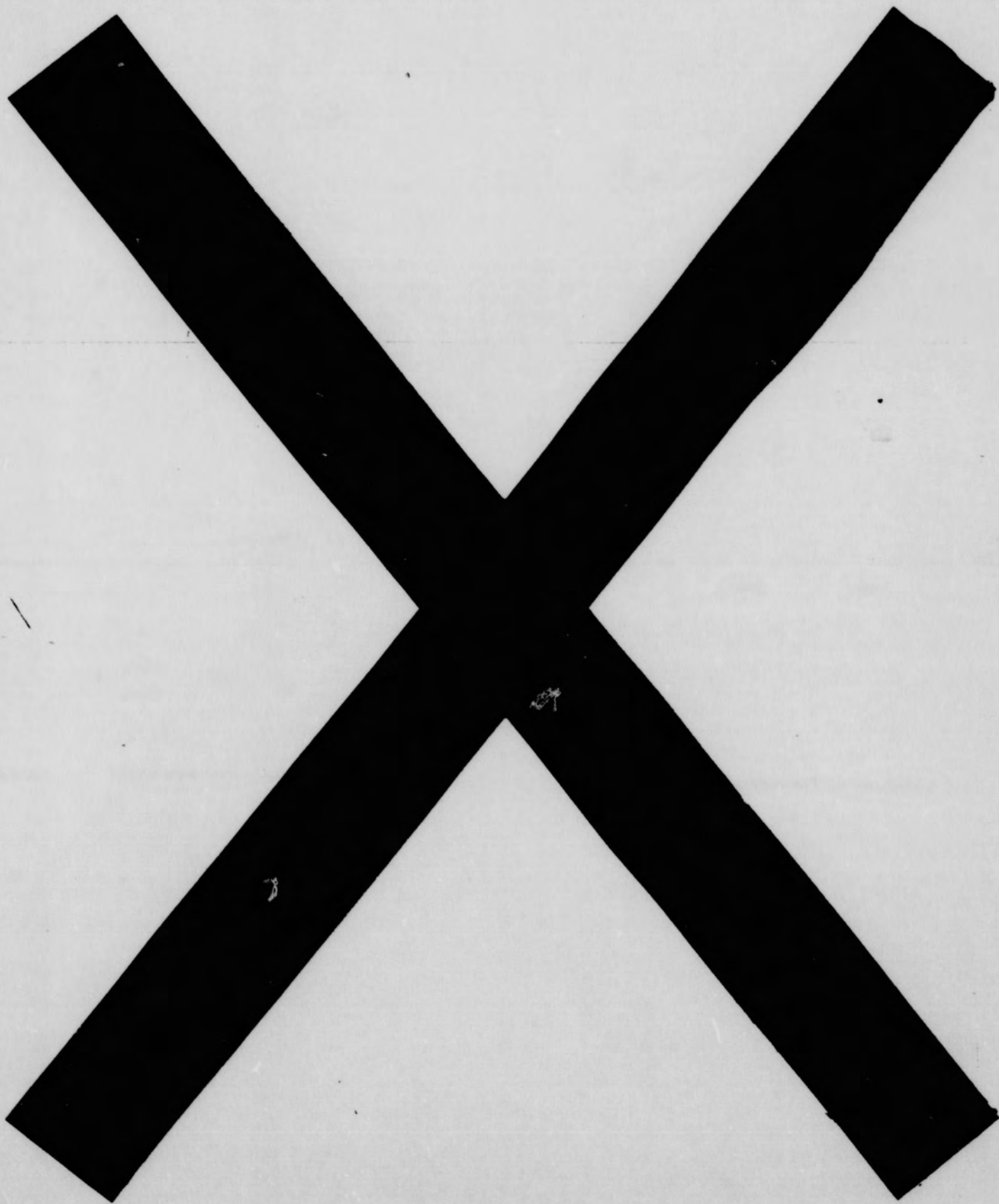
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ID-200377



200377



Norfolk Southern Corporation
1500 K Street, N.W., Suite 375
Washington, D.C. 20005
202/383-4166
Direct: 202/383-4425
Fax: 202/383-4018
email: bmaestri@nscorp.com



Bruno Maestri
Vice President
Public Affairs

November 15, 2000

ENTERED
Office of the Secretary

NOV 16 2000
Part of
Public Record

The Honorable Linda J. Morgan
Chairman
Surface Transportation Board
1925 K Street, N.W., Suite 820
Washington, D.C. 20423-0001

Re: Norfolk Southern Community Outreach Status Report

Dear Chairman Morgan:

I am pleased to provide you with Norfolk Southern's first quarterly report on the status of consultations between Norfolk Southern and certain communities in Ohio, Indiana and New York, as well with the Ohio Rail Development Commission. As indicated in the October 3, 2000 letter you received from me and from Mr. Mike Ruehling, Vice President, State Relations for CSX Corporation, Norfolk Southern and CSX will prepare a series of quarterly reports summarizing their respective community outreach efforts to update you and the other Board members on the status of the railroads' discussions with those communities. Simultaneously with the submittal of each quarterly report to you and the other Board members, a copy of the report for each individual community will be shared with the appropriate public official of that community. Accordingly, we are sending a copy of the first NS community outreach status report for each individual community to the local official for such community who serves as our primary contact for that locale.

Norfolk Southern's first report addresses community contacts that have occurred over the past several months. It is current as of October 31, 2000. Our second report will include the period November 1, 2000 through January 31, 2001.

As you will see from this first report, Norfolk Southern routinely engages in consultations and discussions with these communities covering a broad array of topics of concern to the communities and to the railroad. While a number of the issues recently raised by the communities have dealt with environmental issues arising out of the Conrail transaction in STB Finance Docket No. 33388, many of the topics of concern discussed in meetings and correspondence with Norfolk Southern address subjects unrelated to impacts of the Conrail transaction or which fall outside the jurisdiction of the STB. We have provided this information

The Honorable Linda J. Morgan

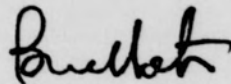
November 15, 2000

Page 2

so that you may be apprised of the scope of local issues addressed by NS through its community outreach efforts.

Norfolk Southern endeavors to provide ready access for communities to bring their concerns about NS operations to the attention of the company through its area Managers for Public Affairs and Resident Vice Presidents for Public Affairs as well as other NS representatives. In this way, NS attempts to resolve community concerns where possible and as expeditiously as possible. We hope that our community outreach status reports will provide you and the other recipients with a concise summary of the continuing consultations and discussions between Norfolk Southern and the respective communities.

Very truly yours,



Bruno Maestri

cc: Vice Chairman Wayne O. Burkes
Commissioner William Clyburn, Jr.

The Honorable Linda J. Morgan
November 15, 2000
Page 3

bcc: Ms. Elaine K. Kaiser
Mr. Melvin F. Clemens, Jr.

Norfolk Southern Community Outreach Status Report
for the Ohio Rail Development Commission (as of October 31, 2000)

Described below in brief are the recent meetings and contacts between Norfolk Southern and the Ohio Rail Development Commission.

Norfolk Southern has not attempted in this community outreach report to reiterate the positions taken in the comments submitted by either the ORDC or NS in the STB Docket No. 33388 (Sub-No. 91) oversight proceeding or any other matters before the Board. Instead, this report is intended to summarize the topics which have been the subject of recent efforts by Norfolk Southern to engage in consultations and dialogue with the ORDC concerning rail operation issues of concern to the Commission. Please note that some of the items referenced below pertain to issues raised by the ORDC that fall outside the context of matters covered by the scope of the STB's jurisdiction. They are nevertheless included herein to illustrate the broader range of community and rail matters Norfolk Southern and the ORDC have recently addressed.

Summary of Recent Meetings and Contacts with the Ohio Rail Development Commission

- August 21, 2000: NS Resident Vice President for Ohio Bill Harris participated in a meeting pertaining to the Buckeye Xbuck Test Program with ORDC Executive Director Jim Seney, the PUCO Director of the Transportation Department Fred Agler, FHWA representative J. Glinski, Ohio Rail Association Director Art Arnold and W&LE Railroad representative Bill Callison.
- August 22, 2000: The NS Resident Vice President for Ohio attended a meeting concerning the Ohio grade crossing safety prioritization process. Other participants included Messrs. Agler, Glinski, Arnold and Callison on behalf of their respective organizations.
- August 23, 2000: NS Manager for Public Affairs for Ohio/Indiana Mike Scime and NS Bridge Engineer Dave Wyatt participated in a meeting in Columbus of the Ohio Grade Separation Technical Advisory Group. Discussion included proposed processes and a proposed handbook and guidelines to be prepared by the group.
- September 8, 2000: The NS Resident Vice President for Ohio, the NS Manager for Public Affairs for Ohio/Indiana, the Executive Director of the ORDC, the ORDC Manager of Safety Programs Susan Kirkland and the Oak Harbor Village Administrator Tim Wilkins participated in a meeting in Columbus to discuss a potential grade separation widening project at Park Avenue in Oak Harbor. Engineering issues and funding options for the project were discussed.

- September 11, 2000: The NS Resident Vice President for Ohio, the NS Bellevue Terminal Superintendent Mike Grace and the NS Communications & Signals Assistant General Supervisor Kevin Cravens met with the Ohio Department of Transportation Deputy Director for District 3 Tom O'Leary, the Executive Director of the ORDC and representatives of the City of Sandusky in Sandusky. The topic of the meeting was the potential bundling and cooperative funding of a grade separation and rail connection project in Sandusky. A site visit was also made.
- October 9, 2000: The ORDC Manager of Safety Programs contacted the NS Manager for Public Affairs for Ohio/Indiana for assistance from NS in expediting the removal of a NS at-grade crossing in Curtis, Ohio. Expedited treatment was necessary to ensure that construction deadlines associated with the funding of a local grant were met. The crossing was closed to traffic on October 20, 2000.
- October 11, 2000: ORDC provided NS with an executed copy of an amendment to the February 10, 1999 Railroad Corridor Safety Agreement entered into by NS, the ORDC and PUCO to establish the grade crossing improvements to be made in connection with the Conrail transaction for at-grade crossings located on NS rail lines in Ohio. The amendment, executed by ORDC, PUCO and NS, has been submitted to the STB for approval. It further refines the grade crossing improvements for three NS at-grade crossings in Ohio that were included in the February 10, 1999 agreement.
- October 13, 2000: The NS Resident Vice President for Ohio and NS Manager of Real Estate Solomon Jackson attended a meeting with the Executive Director of the ORDC, ORDC representatives Lou Jannazo and Matt Dietrich, Central Ohio Transit Authority (COTA) representatives, representatives of the City of Columbus, the Mid-Ohio Regional Planning Commission and others to discuss a proposal for the acquisition of NS' Grandview Yard by the ORDC in conjunction with ORDC's passenger rail/ express mail and freight corridor preservation effort. Discussion included other potential sites to be considered. Mike Bradley of COTA presented a MORPC/COTA proposal for Columbus regional passenger lines on existing freight right-of-way.
- October 17, 2000: NS Vice President for Public Affairs Bruno Maestri and NS Resident Vice President for Ohio Harris participated in a meeting with ORDC Executive Director Seney and the CSX Vice President for State Affairs Mike Ruehling in Columbus. A broad agenda for the meeting was prepared by the ORDC, a copy of the which is attached to this report. Topics addressed by ORDC included ORDC policy, safety, community, shortline railroad, freight rail access, passenger service access and industry issues. A follow-up state-wide community issues report is to be prepared by the ORDC and provided to NS and CSX.

- October 18, 2000: Following the October 17, 2000 joint meeting with ORDC, NS and CSX, ORDC Executive Director Seney wrote to thank NS for a productive meeting at which Conrail oversight and other rail safety, access and economic development issues were addressed.

NORFOLK SOUTHERN/CSX MEETING

OCTOBER 17, 2000

AGENDA

I. SAFETY ISSUES

- Zero Tolerance Safety Program
- Grade Separations
- Voluntary No Parking Zones
- Quiet Zones
- Lump Sum Agreement
- Potential Corridor Projects

II. COMMUNITY ISSUES: Congestion, Blockages, Noise, Compliance

- See Attached Sheet

III. SHORTLINE RAILROAD ISSUES

Wheeling & Lake Erie

- Trackage Rights over Bellevue - Toledo
- Huron Dock Agreement
- Access to Republican Steel (formerly USS Kobe)

Great Miami & Scioto Railway

- CSX Interchange
- Ability to interchange w/ NS

Indiana & Ohio Railway

- Lima interlock issues
- Access to Ohio River in Cincinnati

Ohio Central

- Access to Ohio River

IV. ACCESS ISSUES

- Port of Toledo
- Port of Cleveland
- Leipsic
- Ohio River Intermodal
- Paper barriers
- Interchange Service Agreements
- Reciprocal switching fees, etc.

V. PASSENGER SERVICE ACCESS

- 3C Corridor
- Amtrak Service

VI. INDUSTRY ISSUES

- **Impediments**
 - Vickers
 - Columbus - Cincinnati (NS) inability to accommodate doublestacks
- **Divestitures/Abandonments/Shortline Formation**
 - Communication
- **Operations Improvement Projects**
 - Sandusky
 - Delaware Industrial Track

II. COMMUNITY ISSUES: Congestion, Blockages, Noise, Compliance

Allen County
Lima

Ashtabula County
Ashtabula
Conneaut
Geneva
North Kingsville

Cuyahoga County
Bedford
Berea (QZ)
Brook Park
Cleveland
Euclid
Lakewood
Olmsted Falls

Darke County
Versailles

Defiance County
Defiance
Delaware Township

Delaware County
Delaware
Powell
Orange Township

Erie County
Sandusky
Vermilion
Berlin Township
Huron Township
Vermilion Township

Fairfield County
Violet Township

Franklin County
Worthington (QZ)

Fulton County

Hamilton County
Glendale (QZ)
Lockland
Sharonville
St. Bernard
Wyoming

Huron County
Bellevue
Greenwich
New London

Lake County
Mentor (QZ)
Painesville
Willoughby
Willowick

Lorain County
Amherst
Avon
Avon Lake
Grafton
LaGrange
North Ridgeville
Rochester
Wellington

Lucas County
Oregon
Swanton

Marion County
Marion

Ottawa County
Oak Harbor
Rocky Ridge

Putnam County
Leipsic

Richland County
Mansfield
Shelby

Sandusky County
Clyde
Fremont
Green Creek Twp.

Seneca County
Fostoria
Tiffin

Williams County
Bryan
Edgerton
Stryker

Wood County
Bloomdale
North Baltimore
Northwood

Wyandot County
Carey
Upper Sandusky

Norfolk Southern Community Outreach Status Report for Ashtabula, Ohio
(as of October 31, 2000)

Norfolk Southern operates through the City of Ashtabula via the Nickel Plate Line which runs along Lake Erie from Buffalo west through Cleveland to Chicago.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and Ashtabula.

Summary of Recent Norfolk Southern Outreach Efforts in Ashtabula

- June 1, 1999: Meeting with Ashtabula City Manager Hugh Thomas and NS Manager for Public Affairs for Ohio/Indiana Mike Scime. City Manager informed NS of Ashtabula's need for a piece of property owned by NS to facilitate the cleanup of the Ashtabula River and of the City's desire for the construction of a bridge over the NS tracks at State Road in Ashtabula.

- June (misc. dates), 1999: The Ashtabula City Manager and the City Police Chief contacted the NS Manager for Public Affairs on several occasions concerning blocked crossings on the City's southwest side and the impact on emergency services (all of which are located north of the track), especially at West Street. Blocking is due to a run-around move required to "turn" trains coming off of the Youngstown Line at Ashtabula. NS explained to the City that the blocking problem would be alleviated once a new connector is completed in the northwest quadrant of the Ashtabula diamond.

- July 29, 1999: Meeting of the Ashtabula River Partnership with NS representatives Gibson Barbee, Paul Zatola, John Kelly and Mike Scime to negotiate the usage of NS' "5 1/2 Slip" for a three-year period for a dredging operation during the cleanup of the Ashtabula River. The NS Real Estate and Environmental Departments agreed to work with the Ashtabula River Partnership to facilitate the use of designated NS property as requested by the Partnership.

- August 9, 1999: Meeting with the Ashtabula City Council, the City Manager, the City Attorney, the NS Manager for Public Affairs and John Irwin and Wayne Van Ness of NS. NS provided the City with information about the construction of a proposed new connecting track in the northwest quadrant of the Ashtabula diamond that would alleviate blocking at the West Street crossing.

- August 12, 1999: The NS Transportation Department made an operating adjustment to provide a dedicated locomotive at the Ashtabula Siding to expedite the run-around move that contributed to blocking at the West Street crossing.

- September 7, 1999: Meeting with Congressman LaTourette, the City Fire Chief, the City Police Chief and the NS Manager for Public Affairs to discuss the blocking issue. The problem had subsided since operation of a dedicated locomotive at the Ashtabula Siding began on August 12; nevertheless, Ashtabula proposed construction of a new bridge at West Street and sought NS financial contribution. The City also inquired about NS obligations under Condition 25 of Decision No. 89 in STB Finance Docket No. 33388.

- September 7, 1999: City Council declined to concur with the proposal for connecting track project because of public concern about blocked crossings, despite explanation by NS that the connecting track will address a blocking concern.

- September 20, 1999: NS sent a letter to the City notifying City that, in an effort to reduce crossing delays and improve operations, it would proceed with the connector construction.

- January 19, 2000: Meeting with new Ashtabula City Manager August Pugliese, the City Police Chief, the City Fire Chief, NS C&S Manager Chuck Johnson and the NS Manager for Public Affairs to solicit the City's input under Condition 25. Ashtabula expressed interest in construction of a bridge at West Street.

- March 29, 2000: The connecting track in the northwest quadrant of the Ashtabula diamond was placed in service, reducing the need for the run-around move that had resulted in westside blocked crossings.

- May 10, 2000: At the request of the Ashtabula Fire Chief, NS provided a complimentary copy of Operation Respond software to the City.

- June 6, 2000: Meeting with the City Manager, local resident Mr. Knox and NS Manager for Public Affairs to discuss Mr. Knox's request, based on his belief that train traffic and noise had increased in his neighborhood, for mitigation from the railroad like that he understood to have been received by residents in other Ohio communities.

- June 23, 2000: The NS Manager for Public Affairs wrote Mr. Knox and explained that, contrary to Mr. Knox's belief, there had been no increase in rail traffic near his home. NS declined to provide the requested mitigation.

- August 16, 2000: Meeting with the City Manager, the City Police Chief, the City Fire Chief, the NS Manager of C&S and the NS Manager for Public Affairs for demonstration by NS of the Condition 25 template. The City indicated instead a strong preference for a bridge on the west side of Ashtabula, possibly at West Street. NS is drafting a formal agreement with settlement terms for consideration by the City and by NS. If the parties sign the proposed settlement agreement, it will be submitted to the STB for approval as a Negotiated Agreement under Condition 51 and deletion of Condition 25.

- September 15, 2000: NS began operating trains via new trackage rights on the B&LE, which virtually eliminated the run-around move that had previously caused the blocking of crossings in Ashtabula.

- September 25, 2000: The NS Manager for Public Affairs provided the City with an application for a bridge construction grant under Governor Taft's \$200 million rail grade separation program to ensure that the City's request for funding of a bridge on the west side would be considered for funding eligibility. NS provided the required train counts and track speed information for inclusion in the City's application.

Please note that some of the items referenced above pertain to issues raised by the City of Ashtabula that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by NS in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Manager for Public Affairs for Ohio/ Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the City of Ashtabula concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for Bedford, Ohio
(as of October 31, 2000)

Norfolk Southern operates through Bedford via its Cleveland Line which runs from Pittsburgh to Cleveland, where it terminates upon connection with the NS Chicago Line in Cleveland. The Cleveland Line was owned and operated by Conrail prior to the Conrail Transaction.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and the City of Bedford.

Summary of Recent Norfolk Southern Outreach Efforts in Bedford

- April, 2000: The Bedford Public Services Director contacted NS Manager of Real Estate Solomon Jackson to request that NS: 1) lease a parcel of property to the City for a beautification project; and 2) lease an adjoining parcel of land to Taylor Chair Company to accommodate an expansion project and maintain the presence of the company in Bedford.
- May 15, 2000: Bedford City Manager Reid wrote Norfolk Southern concerning the replacement of the existing bridge over Powers Road in Bedford, stating that the City desires to widen the roadway under the bridge from two to three lanes.
- June 10, 2000: Norfolk Southern responded to City Manager Reid's May 15, 2000 letter, indicating that NS would consider the City's request as a potential addition to NS's planned replacement of the existing two-lane bridge structure.
- July 7, 2000: Bedford City Engineer Ciuni wrote Norfolk Southern providing detailed descriptions of the bridge changes desired by the City.
- August 23, 2000: NS responded to the July 7, 2000 letter with an estimate of the incremental costs associated with the City's design request. NS would agree to pay approximately \$40,000 of the incremental costs associated with track and inspection costs. Furthermore, NS would agree to cooperate with the City's proposal for widening the Powers Road bridge provided the City can fund or obtain other public funding of the remaining \$473,000 in incremental costs. The City subsequently applied for Issue 2 money from the State of Ohio; that application is pending.
- September 5, 2000: The Bedford City Manager wrote to NS Vice President for Public Affairs Bruno Maestri to request \$2.43 million for the establishment of a quiet zone, the installation of rubberized track crossing surfaces, the extension of Mapledale Road, the

widening of Powers Road, the extension of the bridge supporting the underpass at Powers Road and cash payments for a home insulation and a Home Value Guarantee Program as outlined in a September 1, 2000 "Railroad Remediation Proposal" submitted by the City to NS. The City stated that NS should provide the requested measures as mitigation for the impacts of an increase in post-Conrail Transaction rail traffic through Bedford, citing safety and noise issues the City argued warrant the proposed remediation.

- October 3, 2000: The NS Vice President for Public Affairs provided a written response to the City Manager's September 5, 2000 mitigation request, noting that the STB thoroughly studied the potential impacts of the Conrail Transaction upon Bedford and determined appropriate mitigation to address those impacts. The STB found no grade crossing or noise mitigation to be warranted in Bedford.

NS stated that it would be happy to discuss with the City means by which the City might qualify for quiet zone status upon issuance by the Federal Railroad Administration of a set of final rules allowing quiet zones to be established. In addition, NS offered to assist the City in applying for public funding for a grade separation under the TRAC program administered by the Ohio Department of Transportation and to discuss possible public funding sources for the grade crossings modifications sought by the City.

- October 11, 2000: NS Resident Vice President for Ohio Bill Harris and the NS Manager for Public Affairs for Ohio/Indiana met with the Bedford City Manager to discuss the issues raised by the City in its September 5, 2000 letter and NS' October 3, 2000 reply and to tour the City with the City Manager.

The City Manager acknowledged that NS trains were not stopping and thus blocking crossings as had occurred with prior Conrail rail operations in Bedford. The City Manager indicated that motorists do not want to wait for moving trains to clear the crossings in Bedford and motorists are thus using Mapledale Road to access the underpass at Powers Road. The underpass is not sufficiently wide to accommodate the traffic flow, leading to residential complaints concerning an increase in vehicular traffic in their neighborhood. NS reiterated its willingness to cooperate with Bedford's proposal to widen Powers Road. In addition, NS agreed to support the City's application to the State of Ohio for Issue 2 funding. Moreover, NS agreed to consider conveying any available excess right-of-way for use for the City's Mapledale extension project.

The City Manager stated that most of the resident complaints have focused on horn noise. A total of only two at-grade crossings (Glendale Road and Grace Street) exist along the NS rail line in Bedford. The City has four grade separations. The Bedford City Manager agreed to consider the permanent closure of the Glendale Road at-grade crossing as part of a quiet zone application to the Federal Rail Administration in exchange for potential funding by NS and the ORDC of the costs to install supplemental protective measures at Grace Street. NS recommended that Bedford contact the ORDC for technical assistance to evaluate possible supplemental protective measures at the Grace Street at-grade crossing.

Discussion during the meeting also addressed a proposal for NS cooperation in a public/private project to install rubberized crossing surfaces at Bedford's grade crossings. NS would provide the labor and the City would pay the incremental costs to purchase the rubber materials. Under the proposal, NS would complete the installation during its next regularly scheduled maintenance cycle at the Grace and Glendale Street grade crossings.

During the City tour, the City Manager identified a 60-plus acre parcel of property adjacent to the railroad. NS agreed to assist the City in its efforts to market the site for industrial rail-served development.

- October 17, 2000: The ORDC Rail-Highway Safety Section inquired about grade separations and grade crossings in Bedford. The NS Manager for Public Affairs for Ohio/Indiana and the NS Resident Vice President for Ohio provided the ORDC with an oral summary of their observations and copies of prior correspondence with the City of Bedford.
- October 26, 2000: The NS Resident Vice President for Ohio and the Bedford City Manager discussed the submittal by the City of an application for public funding of the City's proposed project to expand the underpass and the rail bridge at Powers Road.
- October 31, 2000: The NS Manager for Public Affairs for Ohio/Indiana contacted the Bedford City Manager to formally offer a public/private partnership in response to the City's request for high-grade material crossing surfaces at Grace and Glendale Streets. NS agreed to provide all labor and to pay for a portion of the material costs if the City pays the incremental difference in material costs between a standard crossing and the requested high-grade rubber crossing.

Please note that some of the items referenced above pertain to issues raised by the City of Bedford that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by Norfolk Southern in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Resident Vice President for Public Affairs for Ohio, its Manager for Public Affairs for Ohio/ Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the City of Bedford concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for Cleveland, Ohio
(as of October 31, 2000)

Norfolk Southern operates through the Cleveland area via several rail lines:

The Buffalo-Chicago Line, also known as the Nickel Plate Line, runs west from Buffalo through East Cleveland to the 55th Street Yard, then through Cloggsville, Lakewood and west to Chicago.

The Cleveland Line runs from Pittsburgh west to Cleveland. It connects, via the Erie Connection, to the westbound Buffalo-Chicago Line. The Cleveland Line terminates where the NS Chicago Line begins and runs west to Chicago. The Cleveland Line was owned and operated by Conrail prior to the Conrail Transaction.

The Chicago Line, also known as the Lakeshore Route, runs west from Cleveland, at the terminus of the Cleveland Line, to Rockport Yard, through Brook Park, Berea and Olmsted Falls and west on to Vermilion-Toledo-Chicago. The Chicago Line was also owned and operated by Conrail prior to the Conrail Transaction.

The newly-built Cloggsville Connection Line runs southwest from Cloggsville to Rockport Yard. At Cloggsville, the line connects to the Nickel Plate Line. It connects to the Chicago Line at Rockport Yard. The Cloggsville Connection Line was constructed in satisfaction of a condition imposed in STB Decision No. 89 of Docket No. 33388.

The Randall Secondary runs from Cleveland southeast to Aurora. It connects with the Cleveland Line in Cleveland. The Randall Secondary was owned and operated by Conrail prior to the Conrail Transaction.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and the City of Cleveland. Routine correspondence pertaining to the May 22, 1998 Memorandum of Agreement between Norfolk Southern and the City of Cleveland is not included in this summary.

Summary of Recent Norfolk Southern Outreach Efforts in Cleveland

- January 19, 2000: The NS Manager for Public Affairs and NS representative Jeff McCracken attended the sixth meeting of the NS-Cleveland Citizens Advisory Committee. Complaints were received from residents about ties piled up along the tracks. NS explained that the ties had been set out in advance of a tie replacement project scheduled to begin in March. When the tie replacement project was subsequently postponed, NS agreed to pick up the ties in residential areas until the tie

work is rescheduled. NS discussed the new proposed Federal Railroad Administration quiet zone regulations. Residents also requested that a ditch at 112th Street be cleaned of debris and standing water. NS completed the task.

- March 18, 2000: City Councilman Coats complained about an NS train that had stopped and had blocked crossings in his ward. NS determined that the train was stopped due to a mechanical problem that caused application of the emergency brake. While NS was repairing the train, vandals caused additional problems that lengthened the crossing delays. The NS Vice President for Public Affairs provided a full report of the events in a letter to Councilman Coats on March 30, 2000.
- March 22, 2000: The NS Manager for Public Affairs for Ohio/Indiana and NS Division Engineer Jim Stump attended the seventh NS-Cleveland Citizens Advisory meeting. The City requested that NS clean up a pile of ties and construction debris that had been illegally dumped on railroad property. Residents requested that NS clean up trash and cut brush between W. 110th and W. 117th Streets. NS subsequently completed both tasks. Councilman Coats requested that NS clean the entire right-of-way in his ward and NS agreed to conduct a joint inspection with the City to determine the extent of the project. Councilman Melena requested that NS paint the new 65th Street bridge. NS explained that the work was planned as part of the project and would be done at the completion of the project. The painting was subsequently completed.
- May 9, 2000: The NS Manager for Public Affairs for Ohio/Indiana, NS Division Engineer Stump and NS Track Supervisor Tim Rudy met with Ms. Collette Appolito-Jackson, the City's Project Director-Railroad Agreements, to conduct the first quarterly joint NS property inspection. Ms. Appolito-Jackson indicated approximately 10 sites where the City was requesting that NS address weeds and trash. NS committed to cut the weeds and remove the trash before the next quarterly inspection.
- May 9, 2000: Following the quarterly joint property inspection with the City, the NS Manager for Public Affairs and NS representatives Mr. Stump and Mr. Rudy attended the eighth meeting of the NS-Cleveland Citizens Advisory Committee. Complaints were received from residents about a train that had blocked crossings on the Westside for over three hours. NS explained that the crew had made an emergency stop in an effort to avoid hitting heavy debris placed on the tracks by vandals. While the NS crew was removing the debris, vandals separated the train's air hoses in several locations, necessarily lengthening the delay at the crossings. Councilman Melena requested that NS consider donating a parcel of property to the City for a neighborhood park in his ward. NS agreed to consider his request but

informed the Councilman that he would first have to obtain approval by the City's Parks Department to accept the parcel.

- August 1, 2000: The NS Manager for Public Affairs for Ohio/Indiana and NS representatives Mr. Stump and Mr. Rudy met with Ms. Appolito-Jackson to conduct the second quarterly joint inspection of NS property. Ms. Appolito-Jackson indicated approximately 8 new sites where the City was requesting that NS address weeds and trash. NS committed to cut the weeds and remove the trash before the next quarterly joint property inspection. The group reviewed several of the site identified for weed and trash removal during the last inspection and found NS to have complied with the City's request.
- August 1, 2000: Following the second quarterly joint NS property inspection, the NS Manager for Public Affairs and NS representatives Mr. Stump and Mr. Rudy attended the ninth meeting of the NS-Cleveland Citizens Advisory Committee. City Assistant Safety Director Fred Szabo also attended the meeting to discuss a proposed trespasser prevention blitz. NS again provided contact names and number for the Ohio Operation Lifesaver program and the local NS Police. Mr. Szabo agreed to work with the neighborhood associations and local police districts to improve the prevention of trespassing and illegal dumping on railroad right-of-way.
- August 30, 2000: The NS Vice President for Public Affairs notified the City that trains had begun operating on the newly constructed Cloggsville Connection.
- October 11, 2000: The NS Manager for Public Affairs for Ohio/Indiana and NS Real Estate Department representative Solomon Jackson met with the Slavic Village Development Corporation to discuss plans for the use of NS property for the proposed Mill Creek Waterfall trail. Mr. Jackson outlined the process by which the City could lease the required property. He committed to expedite the process to assist in meeting the City's grant application deadlines.
- October 16, 2000: The NS Manager for Public Affairs for Ohio/Indiana provided Ms. Appolito-Jackson with a written response from NS to the concerns raised by City Council members about fencing to be installed by NS along the Cloggsville Connection. NS provided the City with plans indicating the site where NS plans to install the fences and where the City plans to install sound barriers, fencing and landscaping under the Community Impact Fund. NS assured the City that the fence installation component of the Cloggsville Connection project is on schedule and should be done by the end of the year following completion of the track, signal and bridge work on the Cloggsville Connection.

- October 24, 2000: NS Assistant Chief Engineer - Design David Becker provided Ms. Appolito-Jackson with the results of his October 4, 2000 site inspection with Sr. Design & Industrial Development Engineer Rich Zalusi to review the locations indicated by the City's consultant in preliminary design plans for the installation of fencing, landscaping and sound barriers by the City. Mr. Becker discussed the right-of-entry and easement agreements required between the City and NS and information on railroad milepost and valuation map stationing to be included in the City's final plans. NS will provide maps and track charts to the City delineating these locations. Mr. Becker also provided a detailed review of the City's preliminary plans pertaining to the fence installation, landscaping and installation of sound barriers based on information identified during his site inspection.

- October 26, 2000: NS Division Engineer Stump met with Ms. Appolito-Jackson to discuss the placement and relocation of fencing along the Cloggsville Connection.

Please note that some of the items reference above pertain to issues raised by the City of Cleveland that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by Norfolk Southern in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Vice President for Public Affairs, its Resident Vice President for Public Affairs for the State of Ohio, its Manager for Public Affairs for Ohio/Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the City of Cleveland concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for Conneaut, Ohio
(as of October 31, 2000)

Norfolk Southern operates through the City of Conneaut via the Nickel Plate Line which runs along Lake Erie from Buffalo west through Cleveland and Chicago.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and the City of Conneaut.

Summary of Recent Norfolk Southern Outreach Efforts in Conneaut

- June 1, 1999: NS Manager of Public Affairs for Ohio/Indiana Mike Scime met with Conneaut City Manager Robert Herron. The discussion focused on a request by the City to NS to limit train movements for two days to facilitate a vehicular traffic detour over at-grade crossings during a scheduled community event. NS accommodated this request.

- September 7, 1999: Meeting with Congressman LaTourette, the Conneaut Fire and Police Chiefs and the NS Manager for Public Affairs. The discussion focused on crossing blockage and Condition 28 of Decision No. 89 in STB Finance Docket No. 33388. Blocking occurrences have subsided following computer upgrades made by Norfolk Southern; the City nevertheless proposed that a new bridge be constructed at Parrish Road and sought NS financial participation.

- October 27, 1999: Meeting with the Conneaut City Manager, the Conneaut Police and Fire Chiefs, the NS Manager for Public Affairs and NS C&S Manager Chuck Johnson to solicit City input on STB Condition 28.

- December 20, 1999: The Conneaut City Manager wrote the NS Manager for Public Affairs concerning a precautionary elementary school evacuation due to an "unexplained odor" emanating from the NS rail yard. NS investigated the incident and determined that the odor was caused by the shipment by gondola cars of non-hazardous oil for processing scrap metal via local train switches at the NS rail yard. In response to this community concern about odor in a populated area, NS agreed to reroute future shipments through an alternate yard located far from residential areas. Written notice of the shipment routing change was provided by NS to the City on January 6, 2000.

- May 23, 2000: The Conneaut City Manager again requested NS' cooperation in an annual community event requiring NS to limit train movements for two days at local grade crossings where vehicular traffic was required to be rerouted. NS again accommodated this community request.

- May 31, 2000: The Conneaut City Manager wrote the NS Manager for Public Affairs about plans to provide permanent repair to the asphalt at the Parrish and Gore Road grade crossings that was damaged during a minor derailment earlier in year. NS had applied a cold-patch temporary repair to the asphalt pending the seasonal reopening of asphalt plants. NS complied with the City's request for completion of the asphalt repair during the week of June 12.

- June 6, 2000: Meeting with the Conneaut City Manager, the Conneaut Police and Fire Chiefs, the NS Manager for Public Affairs and NS Communications and Signals Manager Tony Grim. NS demonstrated for the City the Conneaut template for STB Condition 28.

- August 23, 2000: The Conneaut City Manager wrote to the NS Manager for Public Affairs concerning a drainage problem at a Parrish Road ditch line where the ditch had filled with sediment and vegetation. The City indicated its concern about the potential for flooding following thaw and rain next spring. NS plans to address the drainage issue by the end of November.

- September 25, 2000: The NS Manager for Public Affairs assisted the City by providing an application for a bridge construction grant under Governor Taft's \$200 million rail grade separation program to ensure that the City's proposal for construction of a bridge at Parrish Road is considered for public funding eligibility.

- September-October, 2000: NS and the Conneaut City Manager discussed a proposed settlement agreement to satisfy the City's environmental concerns related to the Conrail Transaction, including the requirements of Condition 28. NS is preparing a formal agreement with settlement terms for consideration by the City and by NS. If the parties sign the proposed settlement agreement, it will be submitted to the STB for approval as a Negotiated Agreement under Condition 51 and deletion of Condition 28.

Please note that some of the items referenced above pertain to issues raised by the City of Conneaut that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by Norfolk Southern in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Manager for Public Affairs for Ohio/ Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the City of Conneaut concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for Fostoria, Ohio
(as of October 31, 2000)

Norfolk Southern operates through Fostoria via the NS rail line running east-west from Bellevue to Fort Wayne.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and the City of Fostoria.

Summary of Recent Norfolk Southern Outreach Efforts in Fostoria

- January 12, 1999: Meeting with NS, CSX and Fostoria representatives to present conceptual plans for a train monitoring system based upon input received from the City during a meeting on December 14, 1998 with Fostoria City Administrator Charles Dodge, Fostoria Fire Chief Russ Rife, NS and CSX.

- June 6, 1999: The NS Manager for Public Affairs for Ohio/Indiana met with the City Administrator. Discussion included a request by the City Administrator for assistance in obtaining an easement from NS to permit the City to install a new water line and to provide emergency access into the so-called "Iron Triangle". The new water line would enable the City to increase the number of fire hydrants and the volume of water flowing in the Iron Triangle. The easement was granted to the City by NS on October 25, 1999.

- February 29, 2000: The NS Manager for Public Affairs for Ohio/ Indiana and NS Transportation Superintendent John Irwin met with the Seneca County Sheriff and representatives of the Fostoria Police Department to discuss crossing blocking concerns. In compliance with Condition 31(D) of STB Decision No. 89 in Docket No. 33388, NS had been holding trains in areas that minimized the blocking of major grade crossings in Fostoria. NS explained that it has endeavored to stop its trains when necessary only when they have moved outside the city limits of Fostoria. This practice has led to complaints about a few private farm crossings and secondary county roads being blocked by stopped trains. Mr. Irwin committed to increase the cutting of trains as necessary to clear public crossings outside of the city limits while trains wait for clearance to proceed through Fostoria.

A public meeting followed this working session. Following brief introductory remarks by State Representative Damschroder and the Seneca County Sheriff, NS and CSX explained their respective operating plans and Day 1 complications that occurred. Residents were provided the opportunity to express their frustrations, and in response to complaints from two farmers, Mr. Irwin authorized their use of a NS right-of-way road whenever their private crossings are blocked. Mr. Irwin also instructed the Mixing Center to avoid blocking Yochum Road.

- March 16, 2000: The NS Manager for Public Affairs for Ohio/Indiana met with the ORDC, the Hancock County Engineer and township trustees from three townships located west of Fostoria. Discussion concerned proposed crossing corridor projects that would result in the closure of a few at-grade public crossings in exchange for improvement to the remaining at-grade crossings and roads. The crossing closures would provide NS with additional space in which to hold eastbound trains outside the city limits of Fostoria. Only one of the three townships indicated an interest in the project, but the crossing offered by that township for closure is located on the Lima Secondary rather than on the mainline. Although the project likely will be pursued, the closure in question would not provide the sought-after benefit of space to hold trains.

- September 25, 2000: The NS Manager for Public Affairs for Ohio/Indiana provided the Seneca County Engineer with an application for a bridge construction grant under Governor Taft's \$200 million rail grade separation program to ensure that a County proposal for construction of a bridge outside of Fostoria city limits to address problems that have occurred when NS and CSX trains are held is considered for public funding eligibility.

Please note that some of the items referenced above pertain to issues raised by the City of Fostoria that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by Norfolk Southern in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Manager for Public Affairs for Ohio/ Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the City of Fostoria concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for Mentor, Ohio
(as of October 31, 2000)

Norfolk Southern operates through the City of Mentor via the Nickel Plate Line which runs along Lake Erie from Buffalo west through Cleveland and Chicago.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and the City of Mentor.

Summary of Recent Norfolk Southern Outreach Efforts in Mentor

- July 13, 1999: The new NS Manager for Public Affairs for Ohio/Indiana Mike Scime stopped at the Mayor's office to introduce himself and left a message inviting the Mayor to contact him with any problems or concerns about NS rail operations in Mentor. No outstanding issues with NS operations were raised by the City at any time during the several months following the visit.

- October 13, 1999: HTNB, the City's design consultant, sent NS a letter advising that HTNB was preparing plans and specifications for a pair of overhead bridges, one spanning the CSXT rail line and one spanning the NS rail line at Heisley Road. HTNB requested design-related information from NS. Internal work to provide the requested information was initiated by NS. An earlier site visit with the ORDC was attended by NS in 1998 to assist in the scoping of the project and the determination of an order of magnitude cost estimate for the proposed project.

- January 2, 2000: The NS Safety Department notified Mentor of the FRA's proposed rulemaking on quiet zones.

- January 24, 2000: NS responded to the HTNB letter of October 13, 1999, referencing telephone conversations with HTNB and copying Mentor City Engineer John Konrad. NS provided a valuation map and its "Guidelines for Design". NS advised that comments regarding the conceptual plan for the proposed project would be forthcoming. NS noted that the conceptual plans had indicated that the existing signalized at-grade crossing at Heisley Road would remain open for access by residents; NS requested verification from the City that the existing crossing would be eliminated if the proposed project was constructed.

- February 4, 2000: HNTB advised NS by letter that the City had expressed a desire to eliminate the Heisley Road at-grade crossing and to provide access to a single property owner and the electric utility company via Jackson Road. HNTB stated that no new at-grade crossing would be established in place of the existing at-grade crossing at Heisley Road, which would be eliminated.
- March 9, 2000: Upon receipt of information from the NS Transportation Department of the need for the maintenance of room for additional track, NS advised HNTB and the City that the proposed bridge at Heisley Road should be designed to accommodate future track installation and provided HNTB and the City with average daily train volume and speed on the NS rail line through Mentor.

As of October 31, 2000, NS awaits the delivery of plans from the City and HTNB for review.

- July 7, 2000: The Mentor City Engineer wrote a letter in response to the ORDC survey of Ohio communities in the Conrail oversight proceeding, indicating the City's desire for construction of a new grade separation at Hopkins Road, construction of a new at-grade crossing at Plaza Blvd. and the interconnection of city traffic lights with railroad crossing signals. None of these projects had previously been raised by the City with NS.
- August 2000: The NS Manager for Public Affairs contacted City Engineer Konrad to begin discussions concerning the items mentioned in July 7, 2000 letter to ORDC. The City indicated its preference to discuss construction of a new at-grade crossing at Plaza Blvd. first.
- August 10, 2000: Mentor provided NS with a formal proposal for the construction of an at-grade crossing at Plaza Blvd and the closure of the existing at-grade crossing at Patterson Road at milepost B159.7. NS review of the City's request concluded that the proposed crossing would bisect a 3-mile section of crossing-free track, limiting NS' ability to operate trains without contravening Ohio's blocked crossing statute. The City filed a request for the new crossing with the Court of Common Pleas as required for the establishment of any new crossing under the Ohio Code.
- September 25, 2000: NS provided the City with an application for a bridge construction grant under Governor Taft's \$200 million rail grade separation program to ensure that the City's proposal for construction of a new bridge at Hopkins Road is considered for public funding eligibility.

- October 30, 2000: The NS Manager for Public Affairs contacted City Engineer Konrad to discuss the City's request that traffic lights be interconnected with the crossing warning devices at NS grade crossings in Mentor. Mr. Konrad expressed continued interest and indicated that the City will follow up with a written proposal for the interconnection to NS' Engineering Department.

Please note that some of the items referenced above pertain to issues raised by the City of Mentor that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by Norfolk Southern in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Manager for Public Affairs for Ohio/ Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the City of Mentor concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for North Ridgeville, Ohio
(as of October 31, 2000)

Norfolk Southern operates through the City of North Ridgeville via the Chicago Line, also known as the Lakeshore Route, which runs west from Cleveland to Vermilion-Toledo-Chicago. This rail line was owned and operated by Conrail prior to the Conrail Transaction.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and the City of North Ridgeville.

Summary of Recent Norfolk Southern Outreach Efforts in North Ridgeville

- June 14, 1999: Meeting with the North Ridgeville City Service Director, the NS Resident Vice President for Ohio and the NS Manager for Public Affairs. Discussion focused on status of the City's progress in obtaining funds for an overpass at SR83, a grade separation project that North Ridgeville has sought without success from ODOT since the 1970's. Following discussions with Congressman Sherrod Brown and the City, NS on October 29, 1998 committed to make a substantial contribution towards the SR83 grade separation provided that state and local officials obtain full funding for the remaining cost of the bridge and the existing crossing at SR83 can be eliminated. At the June 14 meeting, the City indicated that North Ridgeville had still not been able to obtain ODOT and ORDC prioritization for this project. An issue regarding the excessive activation of warning devices at the at-grade crossing at US 20 on the Elyria Yard Track was also discussed.

- June 15, 1999: The North Ridgeville City Service Director provided NS with incident reports on the signal activations at the US 20 grade crossing.

- June 18, 1999: The NS Communications & Signals Department resolved the problem with excessive signal activations at the US 20 grade crossing by replacing a malfunctioning heat-sensitive component.

- June 24, 1999: North Ridgeville Mayor Hill requested NS action to address a perceived safety issue at Root and Maddock Roads. The grade crossings at these locations have steep highway approaches and embankments along a highway shoulder. The existing guardrail, which had been installed by the county, had deteriorated over time.

- December 13, 1999: Coordination between NS and the ORDC resulted in the development of a demonstration project responding to Mayor Hill's request for new guardrails at Root and Maddock Roads. NS provided the City with \$16,000 of the \$40,000

cost of this safety project and supported the City's request for a grant from ORDC to fund the balance. The new guardrails were installed at no cost to the City.

- April 12, 2000: A local school bus driver contacted NS concerning visual obstruction caused by trees at local railroad crossings.
- April 14, 2000: NS responded to the school bus driver's report and removed all vegetation at its grade crossings in the area. Drivers reported satisfaction with NS's prompt and thorough response.
- April 19, 2000: Meeting with the North Ridgeville City Engineer and the NS Manager for Public Affairs. Discussions focused on the City Engineer's complaint about a flat rail and rough surface at the Root Road grade crossing. NS provided a temporary patch and returned in July to replace the rail and rehabilitate the grade crossing.
- September 25, 2000: NS provided Mayor Hill with an application for a bridge construction grant under Governor Taft's \$200 million rail grade separation program to ensure that the City's SR83 bridge project is considered for public funding eligibility.

Please note that some of the items referenced above pertain to issues raised by the City of North Ridgeville that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by Norfolk Southern in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Manager for Public Affairs for Ohio/ Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the City of North Ridgeville concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for Oak Harbor, Ohio
(as of October 31, 2000)

Norfolk Southern's Lake Division, Toledo District operates through the Village of Oak Harbor along a north-south line between Toledo and Fremont. The Toledo District line connects with the Chicago Line, also known as the Lake Shore Line, in Oak Harbor. The Chicago Line was owned and operated by Conrail prior to the Conrail Transaction. It runs east-west between Cleveland and Chicago.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and the Village of Oak Harbor.

Summary of Recent Norfolk Southern Outreach Efforts in Oak Harbor

- September 9, 1999: The NS Manager for Public Affairs for Ohio/Indiana Mike Scime met with the Oak Harbor Village Administrator Tim Wilkins. Discussion focused on train traffic on the Bellevue to Toledo Line and the intersection at SR 163. When grade crossings are occupied by a passing train or blocked in an emergency, some motor vehicles lack a detour option since the underpass at Park Street does not have sufficient vertical or horizontal clearance for use by trucks or fire equipment. Oak Harbor proposed widening and raising the Park Street bridge at a cost estimated by the ORDC at \$1.3 million. Oak Harbor also proposed approach improvements to an elevated grade crossing at Washington Street. The Village indicated that it is willing to close the grade crossings at Walnut and Oak Streets.

- October 6, 1999: The ORDC wrote NS requesting that NS consider a financial participation for the Oak Harbor Village projects discussed at the September 9, 1999 meeting.

- January 21, 2000: Meeting with the Oak Harbor Village Administrator, the Oak Harbor Police Chief, the NS Manager for Public Affairs and NS Communications and Signals (C&S) Manager C&S Chuck Johnson to solicit the Village's input under STB Condition 36(B). Oak Harbor responded that it is more concerned about obtaining a financial contribution from NS for the proposed Park Street bridge project. NS indicated that it must continue with the design plans for Condition 36(B), but NS agreed to review again the Park Street bridge project funding issue.

- July 6, 2000: Meeting with the Oak Harbor Village Administrator, the Oak Harbor Village Police Chief, the NS Manager of C&S and the NS Manager for Public Affairs for demonstration by NS of the Condition 36(B) template. The Village indicated that it views the Park Street bridge improvement project as more important to community safety.

- August 23, 2000: Meeting with the Oak Harbor Village Administrator, the NS Resident Vice President for Ohio Bill Harris and the NS Manager for Public Affairs to discuss terms of a settlement agreement to resolve the Village's environmental concerns related to the Conrail transaction. A proposal to fund fully the cost of the Park Street bridge project was developed for presentation to the ORDC.

- September 21, 2000: Meeting with the Oak Harbor Village Administrator, ORDC Executive Director Jim Seney, the ORDC Manager of Safety Programs, the NS Resident Vice President for Ohio and the NS Manager for Public Affairs. The Park Street bridge project funding proposal was presented to the ORDC. NS is preparing a proposed settlement agreement for consideration and execution by the Village of Oak Harbor and NS. If the parties sign the proposed settlement agreement, it will be submitted for STB approval as a Negotiated Agreement under Condition 51 and deletion of Condition 36(B).

Please note that some of the items referenced above pertain to issues raised by the Village of Oak Harbor that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the Village have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by NS in the STB Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Manager for Public Affairs for Ohio/ Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the Village of Oak Harbor concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for Olmsted Falls, Ohio
(as of October 31, 2000)

Norfolk Southern operates through the City of Olmsted Falls via the Lakeshore Route, also known as the Chicago Line, which runs east-west from Cleveland to Vermilion-Toledo-Chicago. Prior to the joint acquisition of Conrail by Norfolk Southern and CSX, this line was owned and operated by Conrail. In satisfaction of a condition imposed on STB approval of the Conrail transaction, Norfolk Southern constructed and now operates the Cloggsville Connection to connect the Nickel Plate Line and the Chicago Line.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and Olmsted Falls.

Summary of Recent Norfolk Southern Outreach Efforts in Olmsted Falls

- June 9, 10 and 15, 1999: City Council President Smith contacted Norfolk Southern concerning a recent increase in blocking incidents. NS address these concerns related to congestion issues.
- September 3, 1999: City Council President Smith contacted Norfolk Southern concerning resident complaints about train horns. NS Manager for Public Affairs for Ohio/Indiana Mike Scime informed Councilwoman Smith of the pending FRA rulemaking on quiet zones and explained the legal and safety reasons for sounding train horns at the grade crossings in Olmsted Falls.
- October 5, 1999: The Olmsted Falls Board of Education Director of Business Affairs contacted Norfolk Southern concerning stopped trains on the crossing circuits at Fitch and Stearns Roads, impeding school bus route completions. NS agreed to upgrade the island circuits at those crossings to provide crossing predictors.
- January 4, 2000: The Olmsted Falls City Council sent NS a copy of a new local ordinance banning trains from parking within 400 feet of a crossing in the town.
- March 2, 2000: The NS Legal Department responded to the Olmsted Falls City Council's January 4, 2000 correspondence, explaining that the local ordinance is preempted by the Federal Railroad Safety Act and the U.S. Department of Transportation rules which require railroads to maintain a uniform set of federally reviewed operating rules. The NS operating rules filed with the Secretary of Transportation satisfy this requirement of uniformity in rail safety rules and instruct NS employees not to park or place a rail car within 100 feet of a crossing. NS indicated its willingness to continue to work with the City to

resolve the City's concerns and noted NS' agreement to upgrade the circuitry at area crossing signals in response to local concerns.

- March 14, 2000: The Olmsted Falls Board of Education Director of Business Affairs thanked NS for the noticed improvement at the Fitch and Stearns Roads grade crossings.
- May 1, 2000: The NS Manager for Public Affairs attended an FRA hearing on quiet zones in Berea and offered to assist the City of Olmsted Falls in designing a quiet zone test corridor in response to Olmsted Falls Mayor Blomquist's expression of interest in becoming a location for testing quiet zones prior to the adoption of the FRA final rule.
- June 7, 2000: Council President Smith contacted NS concerning crossing blockings in Olmsted Falls. NS determined that, although some blockings were still occurring and NS acknowledged room for continued improvement, the situation had steadily improved over the past year, with significant decreases in both the number and duration of blocking incidents in the City.
- August 9, 2000: Meeting with Mayor Blomquist, Council President Smith and NS to discuss drainage at Lewis Road. The NS Manager for Public Affairs also discussed with Mayor Blomquist means by which Olmsted Falls might qualify for a quiet zone.
- September 25, 2000: The NS Manager for Public Affairs provided Olmsted Falls and Olmsted Township with applications for a bridge construction grant under Governor Taft's \$200 million rail grade separation program to ensure that the City and the Township's interests in obtaining funding for construction of a bridge at Fitch Road is eligible for funding consideration.
- October 16, 2000: The City Council President requested traffic data from NS for inclusion in the City's grant application to Governor Taft's rail grade separation program for funding of a proposed overpass at Fitch or Stearns Road in Olmsted Falls.
- October 17, 2000: The NS Manager for Public Affairs provided the City Council President with the data requested in her letter dated October 16, 2000. Information on train counts, movements and speeds was provided by the NS Manager for Public Affairs to the consultant retained by the Cuyahoga County Engineer to prepare the grant application for public funding of the construction of a bridge at Fitch or Stearns Road.

- October 19, 2000: The NS Manager for Public Affairs contacted Council President Smith to inquire whether the completion of the Cloggsville Connection in August had the expected result of reducing blocked crossing incidents in Olmsted Falls. Council President Smith advised that NS was issued no citations for blocking in September and only one in October.

Please note that some of the items referenced above pertain to issues raised by the City of Olmsted Falls that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by Norfolk Southern in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Manager for Public Affairs for Ohio/ Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the City of Olmsted Falls concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for Sandusky, Ohio
(as of October 31, 2000)

Norfolk Southern's Lake Division, Sandusky District, operates in the City of Sandusky from Sandusky Docks south through Sandusky Yard to Bellevue; a north-to-east, west-to-south connection connects the Sandusky District and the former Conrail Chicago Line, also known as the Lakeshore Line, running west from Cleveland to Vermilion-Toledo-Chicago.

Described below in brief are the recent community meetings and contacts between Norfolk Southern and Sandusky.

Summary of Recent Norfolk Southern Outreach Efforts in Sandusky, Ohio

- July 22, 1999: Meeting with City Engineer Earl Wilkinson and NS Manager for Public Affairs for Ohio/Indiana Mike Scime. Topics discussed at the meeting included a drainage problem (subsequently corrected by NS Track Department) and a 1997 proposal by the City for a new grade separation at Venice Road. NS recommended that the City resubmit the proposal for a grade separation at Venice Road to the NS Public Project Bridge Engineer, Dave Wyatt.

- November 16, 1999: Meeting with the Sandusky City Engineer, outside counsel for the City and nine other City officials, the NS Manager for Public Affairs, the NS Public Project Bridge Engineer and ten other NS personnel to provide an opportunity for City to discuss all issues of concern with NS personnel. Issues raised at the meeting by the City included a list of ten crossings for which City sought NS attention, blocking incidents at the Mill Street crossing when Triple Crown trains enter mainline from the Triple Crown Yard, the extraneous activation of warning devices when trains are not present and the City's 1997 study of a proposed bridge at Venice Road.

- November-December, 1999: NS personnel subsequently accompanied the City officials on a joint inspection of the ten crossings and addressed all concerns identified by the City at the November 16, 1999 meeting by December 20, 1999. NS agreed to provide the City with a list of all crossings in the City with DOT numbers to simplify reporting by the City of warning device problems. The NS C&S Department agreed to investigate promptly all incidents reported and to provide necessary feedback to the City. The NS Public Project Bridge Engineer informed City officials that comments on the 1997 Venice Road Bridge study would be provided within a month.

- December 13, 1999: The NS Chief Engineer for Bridges and Structures provided NS' comments to the City regarding the 1997 Venice Road bridge proposal. The NS comments included the suggestion that Venice Road (US 6) be combined with Tiffin Road (SR 101) to

increase the feasibility of a bridge construction project. NS stated that it would consider a 5% cost contribution if the project involves only Venice Road and a 10% cost contribution if both Venice Road and Tiffin Road were included in the City's bridge project. NS indicated its willingness to continue working with the City toward construction of the bridge and requested a meeting on January 20, 2000 with representatives of Sandusky, the Ohio Department of Transportation and the Ohio Rail Development Commission.

- February 3, 2000: A follow-up letter from the NS Chief Engineer for Bridges and Structures concerning the proposed grade separation at Venice Road was mailed to the Sandusky City Engineer discussing rescheduling of the meeting that had originally been scheduled for February 4, 2000.
- May 9, 2000: An airbrake line break on a NS train resulted in a blocking incident at Venice Road and Tiffin Avenue in Sandusky. NS determined that the line break was due to the tight curvature of the track and on July 14, 2000 implemented an engineering measure to reduce the sharp turn from a 20 degree curve to a 15 degree curve, a significant improvement to help prevent airbrake line failure in the future.
- Summer, 2000: The City complained that NS trains using the siding that crosses Mills Street (a lead from a small rail yard) interfere with children crossing the street while going to and from the Mills School. NS addressed that concern by modifying its operating practices to hold trains leaving the Triple Crown Service facility heading east in the yard until the trains are able to move directly onto the main line. This operational adjustment minimizes blockage of the Mills Street crossing.
- August 29, 2000: A family in Sandusky contacted the NS Resident Vice President for Ohio to request an extension of a lease for property adjacent to their residence. The property was originally leased to the family by Conrail. The family would like to secure access to the property in order to widen their driveway to accommodate a wheelchair-access van. NS Real Estate is handling this request.
- September 11, 2000: Meeting with representatives of the City of Sandusky including the City Manager, the City Law Director, the City Engineer, other City representatives, an Erie County Commissioner, the Director of the Ohio Department of Transportation – District 3, the Director of the Ohio Rail Development Commission, a representative from Congressman Gillmor's office, the NS Asst. Chief Engineer for Design and Construction, the NS Engineer for Grade Separations, the NS Terminal Superintendent –Operations, the NS Supervisor for Signals and Communications and the NS Resident Vice President for Public Affairs for Ohio. Options for bridge construction and crossing closures were discussed. The possibility of a joint project involving a grade separation at Venice Road or Venice Road/Tiffin Road and construction or improvement of connecting track was discussed along with Governor Taft's

new Ohio Grade Separation Program. Possible ORDC funding participation was discussed. The Sandusky City Manager asked the City Engineer to contact NS to schedule a meeting to discuss the project design in greater detail.

- September 19, 2000: The Sandusky Law Director contacted the NS Resident Vice President to ask for assistance in painting a former Conrail bridge at Columbus Avenue or permitting City personnel to paint it as part of a City renovation/beautification project.
- September 21, 2000: The NS Resident Vice President called the Sandusky Law Director to advise NS would not be able to paint the bridge but would be pleased to arrange a right-of-entry agreement to permit access for City personnel to paint it. The Law Director requested proposed right-of-entry language.
- September 22, 2000: The NS Chief Engineer for Bridges and Structures contacted the Sandusky City Engineer to schedule a meeting with the City Engineer and representatives of ODOT to discuss the Venice Road grade separation project design. A meeting was subsequently scheduled for November 14, 2000.
- September 23, 2000: In response to the August 29, 2000 request by the Sandusky family seeking an extension of their former Conrail lease, NS Manager of Real Estate Solomon Jackson visited the residence in Sandusky and granted an extension of the lease for \$1 per year as a courtesy to accommodate the need for space for a wheelchair-access van.
- September 23, 2000: The NS Manager of Real Estate visited another Sandusky residence regarding a request by the owner for NS to formally "vacate" two additional blocks of an unused street. Other portions of the street had previously been taken out of service. NS Real Estate is considering this request.
- September 26, 2000: The Sandusky Law Director contacted outside counsel for NS concerning a demand by the City that NS undertake the sandblasting, repair, coating and painting of the bridge and abutments at Columbus Avenue where a new underpass was recently completed by the City. The Columbus Avenue underpass had been the subject of earlier litigation between the City and the B&O, New York Central and Lake Shore Electric Railway Co.
- October 31, 2000: NS' outside counsel responded to the City Law Director's September 26, 2000 letter, explaining that as part of NS' regular inspection of its bridges, it has determined that the bridge at Columbus Avenue meets its very stringent safety standards. NS' counsel also informed the City that a state law requiring a railroad to paint a bridge is

preempted under federal law, specifically the Interstate Commerce Commission Termination Act of 1995. However, NS again indicated that, should the City obtain funding for its bridge beautification project from another source, NS would cooperate by providing the City with a right-of-entry to permit the painting and other work to be completed.

Please note that some of the items referenced above pertain to issues raised by the City of Sandusky that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by Norfolk Southern in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of its Ohio Vice President for Public Affairs, its Manager for Public Affairs for the States of Ohio/ Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the City of Sandusky concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for Dunkirk, New York
(as of October 31, 2000)

Norfolk Southern operates through the City of Dunkirk via the rail line of the NS Buffalo District of the Pittsburgh Division.

Summary of Recent Norfolk Southern Activities in Dunkirk

- Week of June 12, 2000: During this week, detailed inspections were made by the NS Communications & Signals Department of the ten NS at-grade crossing locations in Dunkirk. The grade crossing circuitry of all warning devices was inspected, and the following maintenance activities were completed:

Roberts Road: Linearization and calibration of the grade crossing circuitry were checked. No adjustment was necessary.

Townsend Street: An unnecessary load coil was removed. The grade crossing circuitry was reprogrammed, linearized and recalibrated.

Neven Street: An unnecessary load coil was removed. The grade crossing circuitry was reprogrammed, linearized and recalibrated.

Hoyt Street: An unnecessary load coil was removed. The grade crossing circuitry was reprogrammed, linearized and recalibrated.

Lord Street: The frequency of the grade crossing circuitry was changed. An unnecessary load coil was removed. The grade crossing circuitry was reprogrammed, linearized and recalibrated.

Franklin Street: The grade crossing circuitry was linearized and recalibrated.

Lincoln Street: The software level was upgraded from "D" to "F". The grade crossing circuitry was reprogrammed, linearized and recalibrated.

King Street: The grade crossing circuitry was linearized and recalibrated.

Lamphere Street: An unnecessary load coil was removed. The grade crossing circuitry was reprogrammed, linearized and recalibrated.

Main Street: Old track wires were removed on the west approach to the grade crossing.

In addition to these listed actions, other maintenance items, such as broken bond wires and track connections, were noted during the inspections and addressed. The NS employees

responsible for maintenance of the Dunkirk crossings as well as the NS signal maintainers for the area were contacted concerning equipment maintenance practices and standards.

- July 28, 2000: Gates were reported down at Neven Street MP-B40.6 while storms were in the area. The NS signal maintainer found that an AC breaker had tripped. The breaker was reset.

- September 19, 2000: A train reported a short warning time at the crossing at Roberts Road MP-B40.5. However, the train log, which records warning times for the last 30 train movements, indicated that all 30 movements had proper warning times, ranging from 26 to 30 seconds. Three additional train movements were observed; all received proper warning times.

Norfolk Southern will continue to perform routine inspections and to address any circuitry concerns that may arise in connection with the NS grade crossings in Dunkirk.

- October 2000: NS initiated a tie replacement project that includes the Dunkirk area. NS tie and surface crews are scheduled to begin replacing ties on the NS rail line in Dunkirk during the month of November. NS estimates that the work will continue for approximately 4 weeks.

Please note that some of the items referenced above pertain to issues raised by the City of Dunkirk or addressed by Norfolk Southern that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the City have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the City or by NS in the Docket No. 33388 oversight proceeding or any other matters before the Board.

Through the community outreach efforts of Norfolk Southern representatives, NS will continue its consultations and dialogue with the City of Dunkirk concerning NS rail operations in the community.

Norfolk Southern Community Outreach Status Report for the Four City Consortium
(as of October 31, 2000)

Norfolk Southern operates through the Four Cities (East Chicago, Gary, Hammond and Whiting) via the Nickel Plate Line which runs along Lake Erie from Buffalo west through Cleveland to Chicago.

Described below in brief are the recent community meetings and contacts between Norfolk Southern (NS) and the Four City Consortium (FCC).

Summary of Recent Norfolk Southern Outreach Efforts in the Four City Area

- March 15, 2000: NS participated in the first joint meeting among the FCC, CSX, NS and the Indiana Harbor Belt railroad (IHB) scheduled by the Four City Consortium under Condition 21(i) of Decision No. 89 in STB Finance Docket No. 33388. Approximately 30 representatives of the FCC attended the meeting at the Hammond Marina. Each city discussed its concerns, which were then subsequently addressed or continued for further discussion by the group. NS suggested that the City of Hammond work with the Indiana Department of Transportation to identify one grade crossing on the Nickel Plate Line as a potential location for a grade separation sought by the City. Hammond subsequently indicated that there is no grade crossing location on the Nickel Plate Line where it seeks a grade separation.
- March, 2000: Hammond officials raised with R. J. Josvai of the NS Real Estate Department an interest by the City in expanding a public park by leasing property owned by NS. Mr. Josvai estimated that the cost to NS of removing vegetation and fencing the area would be approximately \$25,000. Interest in leasing the NS property has not been raised by the City with NS again.
- April 12, 2000: In compliance with Decision No. 89 and Decision No. 114 of Docket No. 33388, NS provided its Condition 21(i) status report for the period since December 1998 for the NS rail line segment that runs through the Four Cities.
- April 18, 2000: The NS Resident Vice President for Indiana, NS Chicago Terminal Superintendent Burl Scott and NS outside counsel met with the Hammond mayor's chief-of-staff, other representatives of the City and FCC counsel to review NS operations through Hammond. In response to an inquiry by the FCC, the NS Chicago Terminal Superintendent explained that the IHB had won the competitive bidding for the rights to transport coal to Inland Steel from NS; because the IHB rather than the EJ&E was the successful bidder, NS could not use the EJ&E to move coal to Inland Steel and thus alleviate certain grade crossing

blockages. In response to another question by the FCC, NS indicated that it was operating two trains per day on the CSX Porter Branch.

The Hammond Police Department indicated much improvement in their relationship with NS. NS Superintendent Scott provided new contact telephone numbers and committed to become involved if problems arise.

The NS Resident Vice President for Indiana asked counsel for the FCC to provide a list of actions the City of Hammond desired NS to take to resolve the City's concerns. A list was to be provided by the FCC by April 20, 2000.

Outstanding blocked crossing citations issued by the City of Hammond to NS under Hammond's 1999 ordinance were also discussed.

- April 27, 2000: NS participated in the second joint meeting scheduled by the FCC with the FCC, CSX, NS and the IHB. The meeting was convened at the CSX/IHB Calumet, Illinois Operations Center. Updates were provided by NS and CSX on operational improvements, and a tour of the Operations Center was provided for FCC representatives.

The FCC and NS discussed possible ways to address and attempt to alleviate the blocking of certain at-grade crossings. NS explained to FCC representatives the various railroad safety issues involved.

The NS Chicago Terminal Superintendent announced at the meeting that NS and the IHB had reached an agreement whereby power switches would be installed at the Osborne Avenue interlocking to allow the non-stop movement of coal trains from the NS Nickel Plate Line onto the IHB for delivery to Inland Steel. The new power switches were to be installed by September 1, 2000 and would eliminate the need for the NS coal trains to stop in Hammond for manual switches to be thrown.

Following the meeting, NS conferred with the FCC's counsel concerning the City of Hammond's ticket writing authority. NS believes that the City's 1999 municipal ordinance prohibiting at-grade crossings from being blocked for more than 5 minutes and authorizing the City to issue citations with fines up to \$2,500 per citation is invalid under federal and state law. NS informed the FCC that it might have to resolve the dispute in court but preferred to obtain a satisfactory resolution without litigation.

- April 28, 2000: The NS Resident Vice President for Indiana sent a follow-up letter to FCC counsel asking again for the list of actions the City of Hammond desired NS to take to resolve the City's concerns and reiterating NS' desire to continue discussions to seek resolution of the City of Hammond's concerns. NS did not receive a response to this correspondence.

- May 2, 2000: The NS Resident Vice President for Indiana and NS outside counsel met with Hammond City Attorney Joe O'Connor in Hammond. The purpose of the meeting was to discuss NS' position that the City's blocked crossing ordinance was illegal and to explore whether the dispute could be resolved short of litigation.

NS outlined the recent actions it had taken to address the grade crossing blockage incidents in the City and reiterated that NS attempts to avoid stopping trains, but safety requirements at times make this impossible. A discussion of the City's ticketing authority ensued. Mr. O'Connor was provided with a copy of a draft complaint that NS indicated it would file in federal court if the local ticketing matter could not be resolved. Mr. O'Connor stated that the City would provide a written response to the NS proposal concerning ticketing.

- May 11, 2000: NS participated in a meeting with the FCC, CSX and the IHB at IHB headquarters in Hammond. Discussion focused on the expansion of capacity on the grade-separated IHB line.
- May 25, 2000: NS outside counsel wrote to the Hammond City Attorney seeking the City's written response to the NS proposal discussed at the May 2, 2000 meeting and advising that NS would file its complaint on June 1, 2000 if no response was received from the City.
- June 6, 2000: With over \$2 million in blocked crossing fines pending, NS filed a complaint in the U.S. District Court for Northern Indiana challenging the Hammond blocked crossing ordinance as preempted under federal law and invalid under state law.
- June 7, 2000: NS submitted its Condition 21(i) report covering the period through April 2000.
- June 29, 2000: NS submitted its Condition 21(i) report covering the period through May 2000.
- August 4, 2000: NS participated in the joint meeting scheduled by the FCC with the FCC, CSX, NS and the IHB at the Calumet Operations Center. An extensive discussion between CSX engineering personnel and engineers for the FCC occurred concerning the train locator system to be provided by CSX.

The NS Chicago Terminal Superintendent reported that the Osborne Avenue power switches were expected to be installed by September 1, 2000. The power switches were subsequently installed but have not yet begun operation. The IHB has advised that some computer program glitches need to be worked out and that the switches should be operational before the end of November 2000.

Representatives of the City of Hammond reported a substantial decrease in the number of parking tickets recently written to NS and applauded NS' actions.

The NS Chicago Terminal Superintendent advised that NS is using the CSX Porter Branch more than originally anticipated. This information was received with approval by the representatives of Gary and East Chicago in particular.

- August 10, 2000: NS submitted its Condition 21(i) report covering the period through June 2000.
- August 23, 2000: NS submitted its Condition 21(i) report covering the period through July 2000.
- September 26, 2000: NS submitted its Condition 21(i) report covering the period through August 2000.
- Summer/Fall 2000: Throughout the summer and fall of 2000, attorneys for NS and the City of Hammond exchanged proposals that would resolve the legal challenge to the blocked crossing ordinance. As of October 31, 2000, no settlement had been reached.
- October 19, 2000: NS participated in the joint meeting convened by the FCC with the FCC, CSX, NS and the IHB. Approximately 30 representatives attended the meeting at the East Chicago Marina. The NS Resident Vice President for Indiana and the NS Manager for Public Affairs for Ohio/Indiana represented NS at the meeting. The CSX Assistant Chief Engineer discussed the proposed train location monitoring system and a committee was established to address installation of the system. Other matters discussed at the meeting included the capacity of the IHB Corridor, a request by the City of Gary to expand the train monitoring system to be installed in the Four City area and questions posed by city representatives that were answered by CSX, NS and IHB representatives.

Please note that some of the items referenced above pertain to issues raised by the Four City Consortium that fall outside the context of matters covered by the scope of the STB's jurisdiction. Nevertheless, they are included to illustrate the broader range of community matters Norfolk Southern and the FCC have recently addressed. Norfolk Southern has not attempted in this community outreach report to reiterate its position on other issues raised by the Four City Consortium or by Norfolk Southern in the Docket No. 33388 over sight proceeding or any other matters before the Board.

Through the community outreach efforts of its Resident Vice President for Indiana and its Manager for Public Affairs for Ohio/Indiana and other NS officials, Norfolk Southern will continue its consultations and dialogue with the Four City Consortium concerning NS rail operations in the FCC communities.

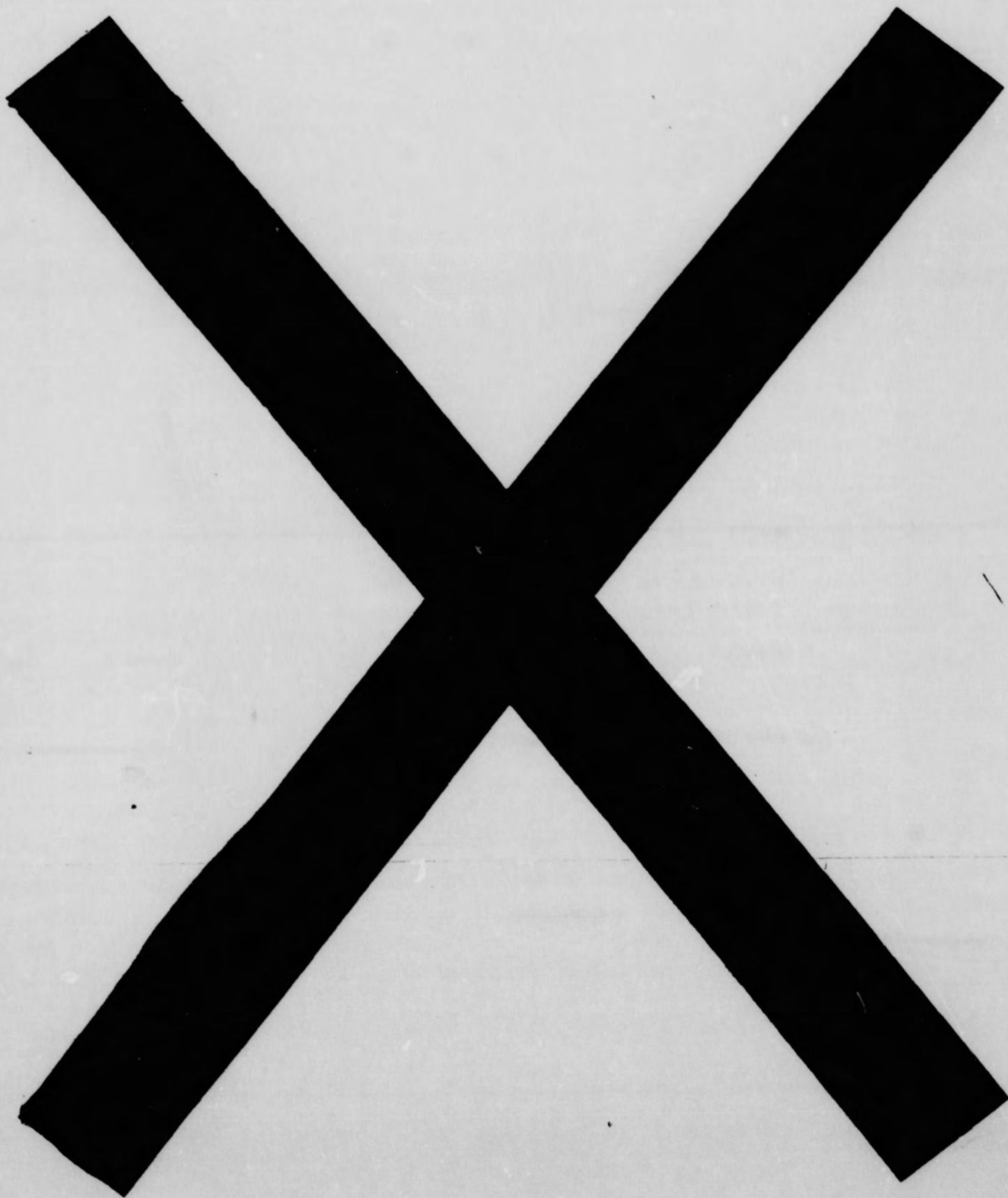
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SURFACE TRANSPORTATION BOARD

Memorandum

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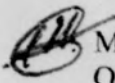
ENTERED
Office of the Secretary

NOV 16 2000

Part of
Public Record

DATE: November 16, 2000

TO : Ellen Keys, Assistant Secretary
Section of Publications/Records
Office of the Secretary

FROM  Mel Clemens, Director
Office of Compliance and Enforcement



D

SUBJECT : STB FINANCE DOCKET NO. 33388 - OPERATIONAL MONITORING DATA

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da To Da Office Solutions. If there are any questions, please don't hesitate to contact me or Jim Greene.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Commissioner Clyburn
Richard Armstrong
Ron Douglas
Charles Renninger



500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4134
Fax (904) 359-1571

T. J. Stephenson
Assistant Vice President -
Service Measurements

November 15, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
The Mercury Building
1925 K Street, NW, Suite 780
Washington, DC 20423

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, November 10th.

The report shows sustained operational performance levels, at or near the most positive since the Conrail acquisition. Cars on-line moved down from 246,860 to 246,592 cars, the lowest weekly average so far this year. Overall train velocity was 20.7 miles-per-hour, down from 21.0. Terminal dwell increased slightly from 26.9 to 27.3 hours. The railroad is still in a very healthy state at this stage of the fall peak.

We would offer the following observations and interpretations regarding the data CSXT provides the STB, Conrail Transaction Council, and the AAR:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably by two percentage points to 85%. The greater-than-six-hours-late category moved unfavorably by four percentage points to 8%.

Yards and Terminals

Car volumes and dwell times remained essentially flat at most terminals across the network. Five of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

Four of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 100%. Overall, the on-time-to-two-hours-late category moved favorably by three percentage points compared to last week, and the percent of trains in the greater-than-six-hours-late category moved unfavorably by two percentage points.

Shared Areas

Daily average on hand cars increased slightly at Oak Island and Pavonia, and decreased at Detroit. Overall terminal dwell time was 26.3 hours, compared to 25.4 hours last week. For the week, there were a total of 69 trains delayed for CSXT and NS: 39 for crew, 8 for power, and 22 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 799 train starts, daily Train Delay totaled 24 hours for Power and 31 hours for Crew. Power delay and crew delay were both down from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 24.6% for the week, down from 26.1% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 84%, the same as the prior week.

Daily Number of Recrews Required: Of 1950 crew starts, 43 (2%) were recrews, the same as the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for Detroit, three trains for South Jersey, and five trains for North Jersey.

Locomotives: Gross Locomotives = 4110, Average Available = 3749, and Out-of-Service Ratio = 4.8%, down from 4.9% the prior week. This is the lowest out of service ratio recorded this year.

Cars Offered in Interchange: averaged 320 cars daily, of which 23 were allocated to Norfolk Southern. Daily average increased, and the NS average decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 97% for 80 MARC trains (West Virginia - Washington). We do not expect significantly improved Amtrak train performance until the track work scheduled through the end of the year is complete.

Buffalo Customer Service (Hot-Line): the customer service center received one hot-line call seeking assistance in tracing cars. The request was resolved without further assistance.

CSXT continues to work with our customers at this time of year to provide stable service levels and a continuation of the improvements that have been evident since April. Train operations are being adjusted around the scheduled maintenance work programs going on throughout the network in order to provide more efficient windows of work.

Last week, CSXT met 15 out of 18 service reliability goals established for the "top of the peak" phase of the fall peak period. We met the goals for personal injuries, cars on-line, train velocity (overall and merchandise), crew duty days, re-crews, trains delayed for crew, car dwell, right connection, on-time originations, 30-hour cars, locomotive setback hours, CSX locomotive out-of-

service ratio, leased locomotive out-of-service ratio, and locomotive terminal dwell. Seven of these measures exceeded their best performance of the year. Railroad operations continue at a high level of performance.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

11/10/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	396	471	421	524	412
	Cars On Hand - Empty	397	420	468	488	449
	Cars On Hand - Total	793	891	889	1012	861
	Cars Handled	369	500	637	694	698
	Dwell Hours	29.3	34.5	24.0	28.8	30.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	208	239	321	288	240
	Cars On Hand - Empty	209	296	395	271	182
	Cars On Hand - Total	417	535	716	559	422
	Cars Handled	321	573	351	380	376
	Dwell Hours	31.8	33.0	21.8	22.0	26.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	117	153	151	164	146
	Cars On Hand - Empty	139	99	105	138	149
	Cars On Hand - Total	256	252	256	302	295
	Cars Handled	201	324	371	328	250
	Dwell Hours	12.1	23.0	18.2	17.8	21.5

CSX Comments: Daily average on hand cars increased slightly at Oak Island and Pavonia, and decreased at North Yard. Overall terminal dwell time was 26.3 hours, up slightly from 25.4 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00
North Jersey SAA	Number of Originations	9	18	19	15	18
	% Ontime	11%	33%	26%	40%	28%
	% Late 0-2 Hours	44%	11%	37%	33%	17%
	% Late 2-4 Hours	33%	39%	5%	7%	22%
	% Late 4-6 Hours	11%	0%	11%	0%	11%
	% Late GT 6 Hours	0%	17%	21%	20%	22%
South Jersey SAA	Number of Originations	2	6	7	4	7
	% Ontime	50%	17%	29%	25%	43%
	% Late 0-2 Hours	0%	17%	0%	25%	0%
	% Late 2-4 Hours	0%	33%	0%	25%	29%
	% Late 4-6 Hours	0%	17%	29%	25%	0%
	% Late GT 6 Hours	50%	17%	43%	0%	29%
Detroit SAA	Number of Originations	3	6	7	6	7
	% Ontime	67%	67%	71%	33%	43%
	% Late 0-2 Hours	33%	17%	14%	50%	29%
	% Late 2-4 Hours	0%	0%	0%	0%	14%
	% Late 4-6 Hours	0%	17%	14%	0%	14%
	% Late GT 6 Hours	0%	0%	0%	17%	0%

CSX Comments: Total road train delays were 69 trains. Crew delays were 39 trains for 206 hours; power 8 trains for 42 hours; originating trains 22 for 108 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00	Average
Cars Offered	NS	43	4	18	44	8	23
	All Other	299	357	229	344	254	297
	Total	342	360	247	388	262	320

Measures all cars in offered interchange status on acquired Conrail territory only. Volumes are listed by cars offered to NS (Norfolk Southern) and All Other Railroads.

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	100%	50%	100%	70%
MARC	Trains	18	18	18	18	8	80
	% On Time	100%	100%	94%	91%	100%	97%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	11/04/00	11/05/00	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00	Total
Baltimore	Train Crew Starts	31	17	16	19	19	21	17	140
	Crews Delayed +2 Hours	15	8	9	8	14	12	8	74
	% Delayed +2 Hours	48%	47%	56%	42%	74%	57%	47%	53%
Buffalo	Train Crew Starts	59	46	32	51	46	49	52	335
	Crews Delayed +2 Hours	10	3	7	8	4	11	10	53
	% Delayed +2 Hours	17%	7%	22%	16%	9%	22%	19%	16%
Chicago	Train Crew Starts	28	25	26	27	24	27	24	181
	Crews Delayed +2 Hours	6	5	8	10	6	3	4	42
	% Delayed +2 Hours	21%	20%	31%	37%	25%	11%	17%	23%
Cincinnati	Train Crew Starts	39	37	36	36	34	36	36	254
	Crews Delayed +2 Hours	4	0	0	4	1	2	2	13
	% Delayed +2 Hours	10%	0%	0%	11%	3%	6%	6%	5%
Cleveland	Train Crew Starts	30	31	23	24	29	27	19	183
	Crews Delayed +2 Hours	9	17	7	6	9	10	7	65
	% Delayed +2 Hours	30%	55%	30%	25%	31%	37%	37%	36%
Cumberland	Train Crew Starts	33	40	31	34	30	31	35	234
	Crews Delayed +2 Hours	6	4	5	11	7	4	4	41
	% Delayed +2 Hours	18%	10%	16%	32%	23%	13%	11%	18%
Detroit	Train Crew Starts	5	4	4	5	6	5	6	35
	Crews Delayed +2 Hours	1	0	2	1	2	2	1	9
	% Delayed +2 Hours	20%	0%	50%	20%	33%	40%	17%	26%
Philadelphia	Train Crew Starts	13	10	14	7	11	12	13	80
	Crews Delayed +2 Hours	4	3	4	4	2	3	4	24
	% Delayed +2 Hours	31%	30%	29%	57%	18%	25%	31%	30%
Selkirk	Train Crew Starts	46	43	30	42	48	47	53	309
	Crews Delayed +2 Hours	15	8	10	10	14	11	15	83
	% Delayed +2 Hours	33%	19%	33%	24%	29%	23%	28%	27%
Toledo	Train Crew Starts	29	36	32	26	31	32	27	213
	Crews Delayed +2 Hours	10	7	6	5	6	6	2	42
	% Delayed +2 Hours	34%	19%	19%	19%	19%	19%	7%	20%
Willard	Train Crew Starts	41	44	35	42	43	42	47	294
	Crews Delayed +2 Hours	12	14	9	11	8	7	16	77
	% Delayed +2 Hours	29%	32%	26%	26%	19%	17%	34%	26%

Daily number of train crew starts from selected yards or terminals and the number of those originating train crews that were delayed in those yards or terminals for two hours or more after going on-duty. The percentage of those delayed starts.

**Surface Transportation Board
Performance Measures**

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	11/04/00	11/05/00	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00	Total
Train Delay	Originating Train Starts	113	115	101	107	113	130	120	799
	Delayed Hours - Power	3	6	0	1	0	9	5	24
	Delayed Hours - Crews	10	10	5	4	0	0	2	31

Daily number of originating train starts on the Northern Region and the hours delayed due to lack of power and crew of those originating train crews. The delayed train starts will be broken down between power and crew delayed hours.

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	11/04/00	11/05/00	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00	Average
Crew Availability		84%	83%	83%	85%	85%	86%	85%	84%

Daily percentage of CSXT road train crews that are available for work on the Northern Region Lines.

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	11/04/00	11/05/00	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00	Total
Crews/Recrews	Train Crew Starts	306	270	244	278	274	300	278	1950
	Recrews	6	9	3	6	6	9	4	43
	% Recrewed	2%	3%	1%	2%	2%	3%	1%	2%

Daily number of CSXT road train crew starts, the number of recrews and percentage of recrews for the Northern Region Lines.

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	11/04/00	11/05/00	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00	Average

Locomotives	Gross Fleet Size	4120	4139	4117	4119	4090	4104	4080	4110
	Avg. Number Available	3801	3763	3746	3779	3735	3713	3704	3749
	OOS Ratio	4.8	4.8	5.1	4.5	4.5	4.9	5.1	4.8

The measure for Gross Fleet will consist of CSX owned, leased, and foreign locomotives on-line. The Average Number Available will be the number of net fleet available to move traffic. The Out-of-Service Ratio (OOS) is the ratio of CSXT owned locomotives not available.

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	11/04/00	11/05/00	11/06/00	11/07/00	11/08/00	11/09/00	11/10/00	Average

Train Delay	Philadelphia/South Jersey	5	4	1	2	0	3	3	3
	North Jersey	6	9	3	3	5	6	6	5
	Detroit	5	2	1	0	3	1	1	2

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification. The measure will be a composite of CSX and NS trains.

George A. Aspatore
General Solicitor

(757) 629-2657
(757) 533-4872
E-mail gaaspato@nscorp.com

November 15, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending November 10, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. In an effort to provide you with more detailed information regarding delays, I have included two schedules supporting NS's Chicago Gateway and Corridor Train Performance reports, which identify the number and total time for delays due to crew, power, or other issues. I also have supplied the Public Reporting Measures that we provide to the Conrail Transaction Council and the AAR.

Mr. Melvin F. Clemens, Jr.
November 15, 2000
Page 2

As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

November 15, 2000

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

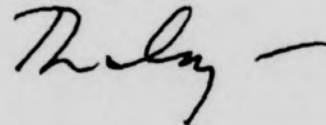
Dear Mr. Clemens:

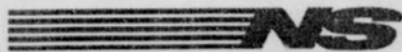
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased slightly, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 51 trains were held for terminal delays, 28 trains were held for crews, and 14 trains were held for power.

With respect to our customer service hotline in Buffalo, NS received only one call over the two-week period. The issue had been resolved before the call was received.

In the Shared Assets Areas, daily average on-hand car volume increased slightly at Oak Island and Pavonia, while decreasing slightly at North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased from the prior week: 39 trains were delayed 206 hours for lack of crews and 8 trains were delayed for 42 hours awaiting power. Twenty-two originating trains were delayed a total of 108 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 60% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in black ink, appearing to read "Thelma", followed by a horizontal line.



**NORFOLK
SOUTHERN**

For the week ending 11/10/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	11/6/00	850	139	117	256	201	12.1
	11/7/00	850	99	153	252	324	23.0
	11/8/00	850	105	151	256	371	18.2
	11/9/00	850	138	164	302	328	17.8
	11/10/00	850	149	146	295	250	21.5
North Yard MI Average		850	126	146	272	295	18.9
Oak Island NJ	11/6/00	1200	397	396	793	369	29.3
	11/7/00	1200	420	471	891	500	34.5
	11/8/00	1200	468	421	889	637	24.0
	11/9/00	1200	488	524	1012	694	28.8
	11/10/00	1200	449	412	861	698	30.3
Oak Island NJ Average		1200	444	445	889	580	29.2
Pavonia NJ	11/6/00	900	209	208	417	321	31.8
	11/7/00	900	296	239	535	573	33.0
	11/8/00	900	395	321	716	351	21.8
	11/9/00	900	271	288	559	380	22.0
	11/10/00	900	182	240	422	376	26.9
Pavonia Average		900	271	259	530	400	27.6

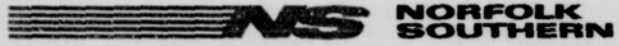


**NORFOLK
SOUTHERN**

For the week ending 11/10/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	6-Nov	3	67%	33%	0%	0%	0%
	7-Nov	6	67%	17%	0%	17%	0%
	8-Nov	7	71%	14%	0%	14%	0%
	9-Nov	6	33%	50%	0%	0%	17%
	10-Nov	7	43%	29%	14%	14%	0%
Detroit Total		29	55%	28%	3%	10%	3%
North Jersey Total	6-Nov	9	11%	44%	33%	11%	0%
	7-Nov	18	33%	11%	39%	0%	17%
	8-Nov	19	26%	37%	5%	11%	21%
	9-Nov	15	40%	33%	7%	0%	20%
	10-Nov	18	28%	17%	22%	11%	22%
North Jersey Total		79	29%	27%	20%	6%	18%
South Jersey Total	6-Nov	2	50%	0%	0%	0%	50%
	7-Nov	6	17%	17%	33%	17%	17%
	8-Nov	7	29%	0%	0%	29%	43%
	9-Nov	4	25%	25%	25%	25%	0%
	10-Nov	7	43%	0%	29%	0%	29%
South Jersey Total		26	31%	8%	19%	15%	27%
Grand Total		134	35%	23%	16%	9%	16%



For the week ending 11/10/00

Shared Asset Area Trains Held

area	Sat 04-Nov	Sun 05-Nov	Mon 06-Nov	Tue 07-Nov	Wed 08-Nov	Thu 09-Nov	Fri 10-Nov	Grand Total
North Jersey	6	9	3	3	5	6	6	38
South Jersey	5	4	1	2	0	3	3	18
Detroit	5	2	1	0	3	1	1	13

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	0	0	38	0	28	66
Total	0	0	38	0	28	66

Snapshot taken between 2:00 and 3:00 each day
 NS acquired territory only

NS Northern Region Train Starts and Delays

	Saturday 4-Nov	Sunday 5-Nov	Monday 6-Nov	Tuesday 7-Nov	Wednesday 8-Nov	Thursday 9-Nov	Friday 10-Nov	Grand Total
# of Train Starts	177	155	157	175	188	183	251	1286
Delay Cause								
Crew Delays (hrs)	2.7	1.2	0.6	0.9	2.1	5.5	1.8	14.8
Power Delays (hrs)	0.0	5.5	0.0	14.3	27.5	20.6	19.8	87.6

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 4-Nov	Sunday 5-Nov	Monday 6-Nov	Tuesday 7-Nov	Wednesday 8-Nov	Thursday 9-Nov	Friday 10-Nov	average
Fleet Size	3733	3641	3640	3615	3578	3605	3556	3624
available	3568	3471	3449	3438	3403	3440	3390	3451
out of service %	4.4%	4.7%	5.2%	4.9%	4.9%	4.6%	4.7%	4.8%

Snapshot taken at midnight
 Fleet size is all locomotives on line. Includes owned, leased and foreign.



NS Crew Starts and Delays

		Saturday 4-Nov	Sunday 5-Nov	Monday 6-Nov	Tuesday 7-Nov	Wednesday 8-Nov	Thursday 9-Nov	Friday 10-Nov	Grand Total
Allentown	crew starts	15	11	19	15	18	21	16	115
	crews delayed	6	4	7	5	6	8	5	41
Bellevue	crew starts	43	46	44	42	43	41	52	311
	crews delayed	16	22	21	24	20	23	21	147
Buffalo	crew starts	26	22	19	24	25	25	28	169
	crews delayed	6	4	4	5	5	3	4	31
Chicago	crew starts	41	36	35	35	39	35	38	259
	crews delayed	14	12	10	12	19	16	13	96
Cincinnati	crew starts	40	48	34	46	38	42	42	290
	crews delayed	7	16	9	11	7	14	16	80
Cleveland	crew starts	17	14	11	13	12	13	15	95
	crews delayed	4	5	3	5	6	7	5	35
Conway	crew starts	54	48	46	55	57	55	56	371
	crews delayed	16	13	14	16	13	14	10	96
Detroit	crew starts	21	14	18	23	18	20	21	135
	crews delayed	6	5	6	6	5	9	3	40
Elkhart	crew starts	44	44	32	38	40	42	39	279
	crews delayed	16	16	17	10	10	17	14	100
Harrisburg	crew starts	52	47	39	57	57	57	60	369
	crews delayed	11	17	14	23	24	21	27	137
Toledo	crew starts	58	56	46	57	64	63	56	400
	crews delayed	11	7	12	16	13	19	13	91

Notes: Data source is T&E employees' "End of Trip" reporting
 A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.
 Includes all trains for location, whether originating or run-through.
 A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 4-Nov	Sunday 5-Nov	Monday 6-Nov	Tuesday 7-Nov	Wednesday 8-Nov	Thursday 9-Nov	Friday 10-Nov	average
availability%	78%	75%	77%	80%	81%	80%	80%	79%

Notes: A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

NS Northern Region Crew Starts and Recrews

	Saturday 4-Nov	Sunday 5-Nov	Monday 6-Nov	Tuesday 7-Nov	Wednesday 8-Nov	Thursday 9-Nov	Friday 10-Nov	Grand Total
crew starts	340	297	265	327	359	337	334	2259
recrews	7	2	2	6	8	7	12	44

Notes: A summary of trains ordered by field transportation using relief crew (recrew) train symbol
 Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service

STB

FD-33388

11-16-00

D

ID-200368





200368

One James Center
Richmond, Virginia 23219
(804) 782-1444

Michael J. Ruehling
Vice President
State Relations

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November 15, 2000

Honorable Linda J. Morgan
Chairman
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423

FD-33388



D

Re: CSX First Quarterly Community Status Report

Dear Chairman Morgan:

In furtherance of the October 3, 2000 letter to you from me and Mr. Bruno Maestri, Vice President for Public Affairs for Norfolk Southern Railway Company, and your October 17 reply to that letter, I have attached CSX's first quarterly report on the status of consultations between CSX and certain communities in Ohio and Indiana, as well as discussions with the Ohio Railroad Development Commission. This report covers the several months immediately prior to October 31, 2000. Simultaneous with this filing, CSX is sharing copies of the attached reports for each community with the appropriate representative of that community. In many cases, the issues described in the report are matters about which there are continuing consultations with the community, and CSX anticipates that its subsequent quarterly reports will update the Board about future consultations on those situations.

In considering this report and future submissions of this nature, we hope that the Board will bear in mind that at any given point in time, there are inevitably discussions, and sometimes differences of views, between any railroad and the communities through which it operates. Consequently, CSX remains engaged at all times in discussions with communities throughout its system on issues of concern to them, and it works constructively to resolve such issues to the extent resolution is possible. As you will see from this first report, some of the matters described relate to environmental issues that arise from the Conrail transaction or to settlement agreements that evolved from that transaction. In addition, in many cases the report addresses issues that are entirely unrelated to the Conrail transaction, *i.e.*, the types of issues of the sort that any railroad faces on any part of its system and that are unrelated to a rail transaction. In some cases, these issues long pre-date the Conrail transaction, while in some other cases they have been raised only very recently. These non-transaction-related matters have been included in this report in order to give the Board a fuller overview of the discussions CSX has had with certain of the communities. The inclusion of these matters in the report is not

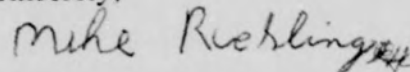
Honorable Linda J. Morgan
November 15, 2000
Page 2

designed to suggest that CSX intends that the Board oversee the resolution of issues unrelated to the Conrail transaction, or that CSX believes that the Board has any jurisdiction to do so.

Also please note that CSX has previously expressed its position in detail relative to issues raised by certain of these communities and other parties in the pending Conrail transaction oversight case (Finance Docket No. 33388, Sub No. 91), specifically in its August 3, 2000 reply comments. The attached reports are not designed to reiterate what CSX has already said in that and other prior filings, but instead to offer the Board some additional perspective, as well as more recent information, on the full range of issues about which CSX remains in active consultation with these communities.

Finally, I wish to reiterate our continued interest in working toward responsible resolution of issues of concern to these communities where we are able to do so. Such dialogue has proven successful in resolving many of the issues that have previously been brought to the Board's attention and we remain confident that we will be able to continue our constructive efforts with these communities.

Sincerely,



Michael J. Ruehling

Enclosure

cc: Vice Chairman Wayne O. Burkes
Commissioner William Clyburn, Jr.
Representatives of Interested Communities

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CHAIRMAN MORGAN



CSX FIRST QUARTERLY COMMUNITY STATUS REPORT

November 15, 2000

OHIO COMMUNITIES

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT FOR BROOKLYN, OHIO
(for the period ended October 31, 2000)**

CSX operates through Brooklyn, a community near Cleveland, on the grade separated Short Line.

Through the office of Congressman Dennis J. Kucinich (D-OH), CSX was advised in an October 4, 2000 letter that Brooklyn is pleased with the progress of the Conrail transaction. However, an issue was raised in that letter, and previously in Congressman Kucinich's July 14, 2000 filing in the Conrail oversight proceeding, concerning whether Brooklyn is entitled to noise mitigation based on a September 2000 noise study conducted on behalf of that city by the firm of Parsons Brinckerhoff.

In the same connection, Congressman Kucinich also recently has asked CSX to conduct a count of the number of trains operating over the Short Line to allow comparison of that number with the number stated in the Operating Plan. By letter dated November 9, 2000, CSX has responded to the Congressman's office on the noise/train count issues, and a copy of that response has been supplied to SEA. For the reasons fully set forth in its response, CSX does not believe that any additional mitigation is warranted for Brooklyn. A recent CSX train count study was attached to CSX's response and demonstrated that the level of CSX through train operations on the Short Line are close to the level of operations in the CSX Operating Plan submitted in the Conrail proceeding.

CSX has also expressed its willingness to pursue discussions on specific issues that may be of interest to this community.

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT FOR CLEVELAND,
OHIO
(for the period ended October 31, 2000)**

CSX operates through Cleveland on the grade-separated Short Line and, pursuant to a trackage rights agreement with NS, the Lakeshore Line. CSX also conducts intermodal operations at Collinwood Yard in Cleveland.

Like Conrail before it, CSX has maintained an active dialogue with Cleveland officials over the course of the past several years on a range of matters pertaining to CSX's rail operations through and in that city, as well as certain matters related to Conrail transaction impacts and the related June 4, 1998 settlement agreement between CSX and Cleveland. In part, this dialogue has taken place through several, periodic meetings of the Community Advisory Committee, composed of City and CSX officials as per the settlement agreement.

In recent months, discussions and other communications have focused on a variety of matters. These include the following:

- **Landscaping/fencing** -- Over the last several months, CSX and the City have been addressing the plans for full implementation of CSX's commitment under the CSX/Cleveland settlement agreement to expend \$2.4 million over a five year period for fencing, landscaping and other improvements to limit access to the rail tracks, and for landscaping related to noise mitigation measures. A portion of the allocated sum has been expended by CSX. In May 2000, CSX shared with the City its plans for additional near-term expenditures. Further expenditures will be planned after CSX analyzes preliminary information recently received from the City concerning the proposed erection of noise barriers. The City and CSX have also agreed on certain expenditures that are to be charged to the \$2.4 million commitment, and other expenditures not properly charged to that sum. (The \$2.4 million landscaping commitment is in addition to the \$10.7 million payment that CSX agreed to make over a five year period to a Community Impacts Fund that was established under the settlement agreement. CSX has already paid over \$4 million of that sum, as per the terms of that agreement.)
- **Clean up of rights of way** -- CSX and the City are continuing to constructively address the clean up of trash along former Conrail rights of way over which CSX now operates. Trash and debris accumulated along these rights of way during the course of many years preceding the transaction. Various clean up projects along these former Conrail rights of way are now underway or are being planned. Following discussions in September 2000, CSX has agreed to keep the City advised of the progress that has been made

and future plans for cleaning up specific sites that the City has identified.

- **Widening of 152nd Street** -- CSX is nearing completion of the widening of 152nd Street, as requested by the City and contemplated by the settlement agreement. CSX recently resolved an issue with the City with respect to curb ramps in connection with this project.
- **Job opportunities for City residents** -- CSX and the City have discussed, in recent weeks, CSX's fulfillment of its obligations under the settlement agreement with respect to the hiring of Cleveland residents at the Collinwood facility. Information concerning CSX's compliance with the agreement was shared with the City in September 2000. The parties have also discussed, and will continue to discuss, other job opportunity/business development issues.
- **Train frequencies** -- CSX and the City have discussed train frequency issues relating to the Short Line and the Lakeshore line and information concerning train frequencies has been shared with the City in recent weeks. Although the Lakeshore Line frequency study contemplated by the settlement agreement has not yet been provided by CSX to the City, CSX has advised the City that it will provide that study once it has been fully vetted.

CSX is not aware of any issues concerning blocked crossings or idling trains that relate to its operations in Cleveland. No such issues have been raised with CSX by Cleveland officials during the course of discussions in recent months.

CSX fully anticipates continued constructive discussions on each of the above-listed matters and other matters that may arise from time to time, some of which are related to the Conrail transaction and some not. CSX also has been working to develop a more positive relationship with City officials over the last few months. In that regard, CSX and the City have discussed the need for continued and enhanced consultation and dialogue between the railroad and community officials on issues affecting Cleveland neighborhoods. CSX will continue to make knowledgeable officials available to meet with City officials, including at the meetings of the Community Advisory Committee. CSX anticipates that the next meeting of that Committee will take place within the next few months.

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT FOR EUCLID, OHIO
(for the period ended October 31, 2000)**

The B&O line runs through the northern part of Euclid, a northeastern Ohio city located near Cleveland. CSX also operates a fuel depot in Euclid.

Euclid has raised two issues with CSX that are currently under discussion with city officials. These issues, neither of which is transaction-related or within the scope of the Board's jurisdiction, are referenced in the June 29, 2000 letter submitted by Euclid as part of the ORDC filing with the Board in the Conrail oversight proceeding.

First, Euclid has complained about billboards located on the CSX right of way. The city wants the billboards, which pre-date the Conrail transaction, removed for aesthetic reasons. CSX has advised Euclid that the billboards represent a revenue source and that they do not violate state law. Discussions on this matter with city officials are on-going and have occurred as recently as October 2000.

Second, Euclid's mayor advised CSX officials in October 2000 that he has received complaints from residents who live across an interstate highway from the fueling facility about horn noise from train signaling operations within the depot area and about the odor of fumes which may be generated by the facility. CSX has advised the mayor that it is reviewing the matter and that it will report back to him.

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT FOR FOSTORIA, OHIO
(for the period ended October 31, 2000)**

Two major CSX lines (Great Lakes Division and C&O Division) and an NS east-west line traverse Fostoria. There is also an NS yard in Fostoria.

For very many years, since well before the Conrail transaction, this community has experienced a significant volume of railroad traffic. CSX has been in frequent contact with Fostoria officials to address implementation of the various obligations set forth in Condition 31 of the Board's Decision No. 89, and those consultations continue on a regular basis.

In its July 5, 2000 letter submitted with the ORDC filing in the Board's Conrail oversight proceeding, Fostoria acknowledged that all of the conditions had been fully implemented at that time, with the exception of the real-time train monitoring system. Since that time, the design of the software for that system has been completed and it is now ready for installation. CSX and NS have recently reached agreement with respect to the utilization of the system and that agreement will be presented to Fostoria by both railroads at a meeting that has been scheduled for the third week of November, 2000. Following the execution of an agreement with Fostoria, the system will be installed.

Fostoria raised a concern in its July 5 letter that the direct voice hotline that was installed linking CSX's Tower F operator with Fostoria's Emergency Response Dispatch Center is sometimes not answered until after five or seven rings. While CSX does not view this as a problem, particularly in view of the fact that the Tower operator is busy safely controlling trains in the area, CSX believes that the hotline calls are generally answered in less than 5 to 7 rings, and in all cases as soon as possible.

CSX has also been engaged in discussions with Fostoria on several issues that pre-date the Conrail transaction, as follows:

Blocked crossings have been of interest to Fostoria since well before the Conrail transaction. CSX has implemented measures to address this issue. These measures include reducing the length to 100 cars or less for trains that interchange at a Ford mixing plant in Fostoria (thus eliminating blockage of crossings), track improvements and improved signaling to allow for more fluid train flows. CSX has taken each of these measures in consultation with Fostoria, and further discussions on this matter continue.

Further, CSX officials have been in communication with Fostoria officials concerning the possible closing of one or two at-grade crossings in Fostoria, one of which would be Lewis Avenue. These discussions began in May, 2000 and are continuing with Fostoria's current mayor.

While the above steps will serve to address some of Fostoria's concerns, the rail traffic situation in Fostoria's Iron Triangles area -- which again long precedes the Conrail transaction -- will

improve further if Fostoria is awarded state funds to provide for grade separations under Ohio's Rail Grade Separation Program, which will make \$200 million available over a ten year period for grade separation projects requested by communities throughout Ohio. CSX understands that Fostoria has applied, in the normal course, for funding under that program and that a decision will be made by the State of Ohio pursuant to the criteria that it normally applies in these circumstances. Fostoria has advised CSX of its specific grade separation plans and CSX has consulted with City officials about those plans. Should a decision be made by the state to provide for grade separations, CSX will, as is customary in such circumstances, participate in discussions concerning its role in implementing the project. CSX is also advised that Fostoria is reviewing alternative financing approaches for a specific grade separation.

Finally, CSX has been engaged since August 2000 in a series of discussions with Fostoria concerning the possible establishment of a park (possibly on the site of a junkyard) in the Iron Triangles area to allow visitors to watch the trains that traverse through the area. This matter is currently under review by Fostoria and CSX anticipates that further discussions will proceed on this proposal.

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT FOR GREENWICH,
OHIO
(for the period ended October 31, 2000)**

This small northeastern Ohio community in Huron County is located at the junction of two rail lines (including CSX's B&O line) and has experienced a relatively high level of train activity for very many years.

CSX officials have been in touch from time to time with Bill Ommert, director of the Huron County Emergency Management Agency, who represents Huron County, including Greenwich, in matters relating to rail operations in that County. Most recently, in October of this year, Mr. Ommert advised CSX that there were no pressing problems and that crossing blockages had eased considerably.

CSX has significantly improved the fluidity of operations on the B&O line, which has resulted in higher train speeds generally. CSX engineering officials are currently cooperating in discussions with respect to a potential grade separation project at Old State Road, which is west of Greenwich. CSX understands that Huron County will apply for funds from the state of Ohio for this project and that a decision with respect to such funding will be made in the ordinary course of the consideration given by state officials for such projects. In the event that state funding is received for this project, CSX would further discuss with County officials its role in the implementation of any such project according to usual practice.

Greenwich has not raised noise mitigation in discussions with CSX officials since mid 1999, and thus there have been no discussions this year on that issue. That community was not included in the list of communities identified by the Board for noise mitigation. To the extent that there may be some concern about rail noise in Greenwich, it apparently stems (based on the July 5, 2000 submission of the Huron County Emergency Management Agency attached to ORDC's filing with the Board in the Conrail oversight proceeding) from rail horn noise. As the Board has recognized, CSX locomotives are required to sound their horns at crossings inside the boundaries of Greenwich and just outside those boundaries as well. Nonetheless, CSX is prepared to discuss these matters with responsible officials who may have specific concerns that they wish to raise with the railroad.

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT FOR NEW LONDON,
OHIO
(for the period ended October 31, 2000)**

CSX's B&O line crosses through New London, a village in Huron County, which is located in northeastern Ohio.

The July 5, 2000 letter from the Huron County Emergency Management Agency submitted to the Board through the ORDC filing raised an issue concerning blocked crossings in New London and related concerns about the access of emergency vehicles to certain parts of the community.

New London has not, before or since the date of that letter, raised any concerns with CSX officials about this or any other matter since the negotiation of a noise settlement agreement with that village in July 1999. While CSX is not aware of any specific problems in regard to blocked crossings in that community, railroad officials are prepared to discuss any such problems that may be brought to their attention.

CSX engineering officials have been working with New London and Huron County officials for several months on a possible grade separated crossing for emergency vehicles just outside the village boundaries. CSX understands that New London will likely request state funding for this project under Ohio's Rail Grade Separation Program, which will make \$200 million available over a ten year period for grade separation projects requested by communities throughout Ohio. CSX understands that a decision will be made by the State of Ohio pursuant to the criteria that it normally applies in these circumstances. Should a decision be made by the state to provide for a grade separation, CSX will, as is customary in such circumstances, participate in discussions concerning its role in implementing the project.

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT FOR OLMSTED FALLS,
OHIO
(for the period ended October 31, 2000)**

CSX's B&O line runs through this city, which is located near Cleveland. NS's Lakeshore Line also runs through this city.

In its June 22, 2000 letter submitted with the ORDC filing in the oversight proceeding, Olmsted Falls took note of blocked crossing issues in that community.

On several occasions, CSX officials have spoken to the mayor of Olmsted Falls about blocked crossings. CSX has taken steps to address these concerns and has not been recently advised of any continuing problems with blocked crossings in that community. If such concerns arise, CSX will work cooperatively with Olmsted Falls to address them.

CSX has also had continuing discussions with Olmsted Falls concerning a grade crossing at Fitch Road. CSX understands that Olmsted Falls has applied for funds for a grade separation through the Ohio Rail Grade Separation Program, which will make \$200 million available over a ten year period for grade separation projects requested by communities throughout Ohio. CSX understands that a decision will be made by the State of Ohio pursuant to the criteria that it normally applies in these circumstances. Should a decision be made by the state to provide for a grade separation, CSX will, as is customary in such circumstances, participate in discussions concerning its role in implementing the project.

Olmsted Falls has expressed concerns about whistle noise issues to CSX. In consequence of those discussions, Olmsted Falls officials are reviewing with railroad officials the possible establishment of a quiet zone test project in that community. In that regard and in furtherance of that effort, in July 2000, the mayor of Olmsted Falls, together with other Ohio officials, traveled with a CSX official and others to Louisville, KY to review a pilot quiet zone project in that city. On several occasions since that trip, CSX officials have spoken with city officials about the possible establishment of a quiet zone in Olmsted Falls. Those discussions are continuing.

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT FOR TIFFIN, OHIO
(for the period ended October 31, 2000)**

The B&O line runs through this small northeastern Ohio city.

In its June 26, 2000 letter submitted with the ORDC filing in the oversight proceeding, Tiffin raised an issue concerning the removal by CSX of special rubberized materials installed to smooth out a grade crossing at E. Perry Street in the city, and related issues concerning the maintenance of that crossing.

CSX has since discussed this non-transaction related matter with Tiffin officials. The issue has been resolved by CSX's replacement of the rubberized materials at issue and its repair of the crossing. To CSX's knowledge, there are no remaining issues to be addressed at this time with this community.

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT FOR WELLINGTON,
OHIO
(for the period ended October 31, 2000)**

CSX's B&O line crosses through Wellington, Ohio, a small northeastern Ohio community.

Wellington and CSX have had an active dialogue on a variety of issues over the last few years, primarily concerning blocked crossings and related emergency response capabilities. (Pursuant to Condition No. 40 in Decision No. 89, CSX submitted a report on then-ongoing discussions with the City in February 1999.) CSX has undertaken a variety of signal improvement efforts designed to speed train flows through the City.

CSX also understands that the City may be working with Ohio officials responsible for administering the state's Rail Grade Separation Program to explore public funding for a grade separation in the City or, alternatively, for the construction of new track that would allow CSX to circumvent Wellington. In the event that Wellington seeks such state funds, CSX understands that a decision will be made by the State of Ohio pursuant to the criteria that it normally applies in these circumstances. Should a decision be made by the state to provide for a grade separation or track relocation, CSX will, as is customary in such circumstances, participate in discussions concerning its role in implementing the project.

Further, in late 1999, CSX established a series of "emergency no parking" zones on the B&O line in the vicinity of Wellington in an effort to address blocked crossings and to facilitate the ability of emergency vehicles to cross the tracks. In doing so, CSX worked with local officials (including Wellington's mayor), who at the time expressed satisfaction with CSX's efforts. In recent months, CSX has not received any complaints from Wellington concerning blocked crossings. Again, CSX is prepared to renew a dialogue with Wellington should any concerns develop or remain unresolved.

Separately, CSX reached a settlement with Wellington on noise issues. That settlement, approved by the Board by decision served July 27, 2000, satisfied CSX's obligations with respect to noise mitigation in that community.

OHIO RAIL DEVELOPMENT COMMISSION

November 15, 2000

**CSX FIRST QUARTERLY STATUS REPORT ON DISCUSSIONS WITH
OHIO RAIL DEVELOPMENT COMMISSION
(for the period ended October 31, 2000)**

CSX officials have maintained an open dialogue with the Ohio Rail Development Commission ("ORDC") leadership and staff, both in formal and informal settings, on a variety of rail issues over the course of years, similar to discussions that CSX maintains on a regular basis with similar rail planning agencies in other states. Discussions have involved Conrail transaction-related issues, current non-transaction issues pending before the state, as well as potential future developments and projects involving CSX and the ORDC. In addition to these discussions, ORDC Executive Director Jim Seney traveled with CSX officials and other Ohio state and local officials to Louisville, KY this past July to visit the pilot quiet zone project there. CSX believes that its relationship with ORDC is very open, straightforward and amicable, and sees no reason why that will not continue to be the case.

Most recently, on October 17, 2000, CSX and NS officials met jointly with Mr. Seney to review a variety of issues that remain of concern to ORDC. Since that meeting was designed to address all open issues, CSX will focus this first report concerning ORDC on that meeting, for which an agenda is attached.

The October 17 discussion embraced a wide range of non-environmental matters (e.g., issues pertaining to shortline railroads, including W&LE, competitive access, passenger services and specific industry concerns) that are beyond the scope of this report. Issues of interest to communities that were addressed included the status of Ohio's implementation of its \$200 million Rail Grade Separation Program and related grade separation issues, voluntary no-parking zones, and rail quiet zone projects. ORDC's concerns with respect to constant warning time systems and grade crossing safety were also aired. There was also general discussion concerning possible future corridor projects in which the railroads might participate with ORDC.

Mr. Seney expressed the view in an October 18, 2000 follow-up letter to both railroads that "great strides" have been made with respect to ORDC's rail safety concerns. The parties did not discuss specific community concerns in any detail at the October 17 meeting. However, Mr. Seney, who offered a list of communities that may have such concerns, has pledged to share with the railroads details about any specific community concerns that remain outstanding. Once it receives ORDC's specific input on community issues, CSX will work with the interested parties to address concerns that may be raised. In that connection, the bulk of this first quarterly report addresses CSX's discussions with a variety of Ohio communities to address matters of interest to them, some which are unrelated to the Conrail transaction.

Finally, CSX will host Mr. Seney and other ORDC officials at CSXT's Jacksonville headquarters offices on November 29. At that time, it is expected that these Ohio officials will address a range of issues with key railroad officials.

NORFOLK SOUTHERN/CSX MEETING
OCTOBER 17, 2000
AGENDA

I. SAFETY ISSUES

- Zero Tolerance Safety Program
- Grade Separations
- Voluntary No Parking Zones
- Quiet Zones
- Lump Sum Agreement
- Potential Corridor Projects

II. COMMUNITY ISSUES: Congestion, Blockages, Noise, Compliance
• See Attached Sheet

III. SHORTLINE RAILROAD ISSUES

Wheeling & Lake Erie

- Trackage Rights over Bellevue - Toledo
- Huron Dock Agreement
- Access to Republican Steel (formerly USS Kobe)

Great Miami & Scioto Railway

- CSX Interchange
- Ability to interchange w/ NS

Indiana & Ohio Railway

- Lima interlock issues
- Access to Ohio River in Cincinnati

Ohio Central

- Access to Ohio River

IV. ACCESS ISSUES

- Port of Toledo
- Port of Cleveland
- Leipsic
- Ohio River Intermodal
- Paper barriers
- Interchange Service Agreements
- Reciprocal switching fees, etc.

V. PASSENGER SERVICE ACCESS

- 3C Corridor
- Amtrak Service

VI. INDUSTRY ISSUES

- **Impediments**
 - Vickers
 - Columbus - Cincinnati (NS) inability to accommodate doublestacks
- **Divestitures/Abandonments/Shortline Formation**
 - Communication
- **Operations Improvement Projects**
 - Sandusky
 - Delaware Industrial Track

II. COMMUNITY ISSUES: Congestion, Blockages, Noise, Compliance

Allen County
Lima

Ashtabula County
Ashtabula
Conneaut
Geneva
North Kingsville

Cuyahoga County
Bedford
Berea (QZ)
Brook Park
Cleveland
Euclid
Lakewood
Olmsted Falls

Darke County
Versailles

Defiance County
Defiance
Delaware Township

Delaware County
Delaware
Powell
Orange Township

Erie County
Sandusky
Vermilion
Berlin Township
Huron Township
Vermilion Township

Fairfield County
Violet Township

Franklin County
Worthington (QZ)

Fulton County

Hamilton County
Glendale (QZ)
Lockland
Sharonville
St. Bernard
Wyoming

Huron County
Bellevue
Greenwich
New London

Lake County
Mentor (QZ)
Painesville
Willoughby
Willowick

Lorain County
Amherst
Avon
Avon Lake
Grafton
LaGrange
North Ridgville
Rochester
Wellington

Lucas County
Oregon
Swanton

Marion County
Marion

Ottawa County
Oak Harbor
Rocky Ridge

Putnam County
Leipsic

Richland County
Mansfield
Shelby

Sandusky County
Clyde
Fremont
Green Creek Twp.

Seneca County
Fostoria
Tiffin

Williams County
Bryan
Edgerton
Stryker

Wood County
Bloomdale
North Baltimore
Northwood

Wyandot County
Carcy
Upper Sandusky

FOUR CITIES CONSORTIUM

November 15, 2000

**CSX FIRST QUARTERLY COMMUNITY STATUS REPORT ON DISCUSSIONS
WITH FOUR CITIES CONSORTIUM
(for the period ended October 31, 2000)**

CSX operates over the B&OCT line in the Four Cities (East Chicago, Gary, Hammond, and Whiting, IN) and over a previously out-of-service NS line between Clarke Jct, IN and Hobart, IN.

CSX has been fully engaged in addressing rail issues raised by the Four Cities Consortium ("FCC") for quite some time. The core issues that have been raised by the Four Cities with CSX relate to the desire of the Four Cities to have CSX rail traffic rerouted from the B&OCT line, which has numerous at-grade crossings, to the largely grade separated IHB Line, which runs through a less developed area. There have also been continuing discussions concerning the implementation of several conditions imposed by the Board relative to the Conrail transaction, as well as several non-transaction related issues.

The following matters, several of which are unrelated to the Conrail transaction, remain under active discussion between CSX and the FCC:

- **Blocked crossings/train speed issues** -- CSX officials have met with officials from the Four Cities on numerous occasions this and prior years to discuss blocked crossings and train speeds on the B&OCT line. Meetings occurred this year on March 30, April 27, May 11, and most recently October 19. The specific matters addressed at these meetings included CSX capital and operating plans to improve train speeds, and the fluidity of operations over the B&OCT line in order to reduce grade crossing delays and blockages. CSX has made considerable progress in this regard. Accordingly, at the most recent (October 19) meeting, CSX was applauded by FCC for the increase in train speeds and the resulting reduction in blocked crossing complaints. FCC officials also acknowledged that, based on FCC's own radar studies, CSX trains were moving at much greater speeds (over 38 mph) than the FCC had previously believed. CSX nonetheless has received tickets from East Chicago and Hammond for blocked crossings. Most of these date from 1999 and early 2000, prior to the time that CSX was able to fully implement its plans for improving train flows through the Four Cities. In more recent months, with the fuller implementation of operational and other improvements that CSX has made to allow greater fluidity of train operations through the Four Cities, there has been a dramatic decline in the number of these blocked crossing citations. The disposition of citations issued by these Cities remains a matter of discussion between the parties, including most recently at the October 19 meeting.
- **IHB Operations** -- The expansion of CSX operations on the IHB line (and thus the relocation of some traffic from the B&OCT lines) was addressed at each of the above meetings. CSX has provided FCC officials with a substantial amount of information about the significant operational, cost and other issues raised by proposals to move a substantial volume of CSX operations to the IHB. There have also been discussions about the

availability of public funds to facilitate CSX's ability to use the IHB tracks. While CSX has explained that it cannot commit to relocating a specified number of trains to the IHB, the parties have agreed to continue their discussions.

- **Train Locator System** -- CSX and FCC officials have had numerous meetings (most recently on April 27, August 4 and October 19 of this year) to discuss the installation of a train monitoring system designed to allow emergency response officials in the Four Cities to monitor train movements over crossings and to route emergency vehicles accordingly. These and prior meetings have focused on the best means of designing and installing this system. Substantial progress has been made and, at the October 19 meeting, a joint CSX/FCC committee was established to pursue installation of the monitoring system.
- **Railroad Ave. grade separation** -- CSX continues to have regular discussions with East Chicago officials about this grade separation project. Most recently, at an August 17, 2000 meeting, CSX engineering officials reviewed the City's preliminary plans for the construction of a grade separation and offered views on how the cost of the project might be reduced. Public funding sources for the project have also been discussed.
- **Monon Yard** -- For at least the past 15 years, CSX has discussed with the City of Hammond the possible sale to the City of the abandoned Monon Yard. The parties have agreed that a joint appraisal of the property for purposes of establishing a market value would be beneficial. They are exploring this option, which has been complicated by a pending lawsuit affecting transfers of interest in railroad-owned real property in Indiana. This non-transaction related matter was addressed at the October 19 meeting referenced above and the parties have agreed to continue discussions.
- **Emergency Response Coordination** -- Earlier this year, procedures were discussed to facilitate coordination between CSX dispatchers and emergency response officials in each of the Four Cities in the event of fire or other emergencies on rail property. These procedures are now in place.
- **Property Development Issues** -- CSX has had several non-transaction-related discussions with officials in Gary about the acquisition of certain rail properties and rail-oriented business development opportunities in that City.
- **Construction of Access Road** -- On October 18, 2000, Whiting officials raised with CSX officials for the first time the possible construction of a road on CSX property to allow access to a Whiting business, Globe Roofing Materials. This matter is now under review by CSX.

CSX continues to provide various operating reports to the FCC as required by the Board's environmental conditions, and to meet on a regular basis with the FCC to address traffic delay, emergency response, and other issues as required by the Board. CSX intends to maintain its dialogue with the Four Cities on these and other issues.