

STB

FD-33388

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SURFACE TRANSPORTATION BOARD

Memorandum



DATE: March 14, 2002

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

FROM : Mel Clemens, Director
[Signature] 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 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

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

ENTERED
Office of the Secretary

MAR 14 2002

Part of
Public Record



500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4134
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T. J. Stephenson
Assistant Vice President -
Service Measurements

March 13, 2002

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, March 8th. Cars on-line improved from 232,243 to a record low of 231,911 cars. Terminal dwell decreased slightly from 24.1 to 24.0 hours. Train velocity remained at 22.9 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

The on-time-to-two-hours-late measure moved unfavorably eight percentage points to 72%. The percent of trains greater than 6 hours late moved favorably two percentage points to 4%.

Yards and Terminals

Three of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

None of the six measured corridors showed an improvement last week. However, three corridors operated at the same performance level. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 96%. Overall, the on-time-to-two-hours-late category was 78%, down three percentage points from the prior week. The greater-than-six-hours-late category was 7%, same percent as last week.

Shared Areas

Daily average on hand cars decreased at North Yard, Pavonia and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 24.8, down from 26.4 hours for the prior week.

Additional Measurements

Train Delay Metric: For 718 train starts, weekly train delay for power totaled 10 hours and crew delay totaled 28 hours. Power delay and crew delay hours both increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 16.2% for the week, increasing from 15.5% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 84%, one percent higher than the prior week.

Daily Number of Recrews Required: Of 1675 crew starts, 23 (1%) were recrews, improved one percentage point from the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for North Jersey, none for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3819, Average Available = 3401, and Out-of-Service Ratio = 5.0%, increasing slightly from the previous week.

Cars Offered in Interchange: averaged 202 cars daily, 1 of which was for the Norfolk Southern. The NS-offered decreased, and the total-offered decreased from the prior week.

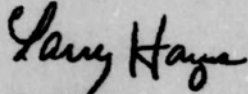
On-time performance, passenger trains through Brunswick, MD: 100% for 10 AMTRAK trains (Pittsburgh - Washington) and 98% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 45 weeks.

Last week CSXT met the goal for 12 of the 18 key first quarter service measurements. Goals were met for derailments, cars on line, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, on-time origination, 30 hour cars, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

The overall performance of the rail network remains at a very high level. Operations are fluid, and CSX is able to absorb additional traffic.

Sincerely,

A handwritten signature in cursive script, appearing to read "L. L. Hayes".

L. L. Hayes
Director
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 03/08/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	03/04/02	03/05/02	03/06/02	03/07/02	03/08/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	287	341	296	404	444
	Cars On Hand - Empty	370	351	510	582	546
	Cars On Hand - Total	657	692	806	986	990
	Cars Handled	345	331	470	586	558
	Dwell Hours	22.5	29.7	22.6	28.8	31.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	272	339	274	284	248
	Cars On Hand - Empty	244	331	410	374	433
	Cars On Hand - Total	516	670	684	658	681
	Cars Handled	194	496	590	338	433
	Dwell Hours	52.0	23.3	19.6	28.4	22.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	133	208	176	232	195
	Cars On Hand - Empty	48	97	182	155	111
	Cars On Hand - Total	181	305	358	387	306
	Cars Handled	144	199	335	312	295
	Dwell Hours	17.1	17.6	20.4	24.0	12.9

CSX Comments: Daily average on hand cars decreased at North Yard, Pavonia and Oak Island.
All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 24.8 hours, down from 26.4 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	03/04/02	03/05/02	03/06/02	03/07/02	03/08/02
North Jersey SAA	Number of Originations	5	8	7	7	
	% Ontime	60%	50%	43%	43%	67%
	% Late 0-2 Hours	20%	38%	43%	29%	11%
	% Late 2-4 Hours	20%	13%	14%	14%	22%
	% Late 4-6 Hours	0%	0%	0%	14%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	33%	100%	100%	100%
	% Late 0-2 Hours	0%	67%	0%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	8	8	8	8
	% Ontime	67%	50%	75%	100%	75%
	% Late 0-2 Hours	33%	50%	25%	0%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	13%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 20 trains. Crew delays were 5 trains for 36 hours; 3 trains were delayed 7 hours for power; originating trains 12 for 46 hours, due to late arrivals.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02	Daily Average
Cars Offered	NS	5	0	0	0	0	1
	All Other	309	139	209	164	184	201
	Total	314	139	209	164	184	202

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

Service	Measure	Monday 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	100%	100%
MARC	Trains	20	20	20	20	20	100
	% On Time	95%	100%	100%	95%	100%	98%

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	03/02/02	03/03/02	03/04/02	03/05/02	03/06/02	03/07/02	03/08/02	Total
Baltimore	Train Crew Starts	17	11	12	14	20	14	14	102
	Crews Delayed +2 Hours	5	2	5	3	9	2	2	28
	% Delayed +2 Hours	29%	18%	42%	21%	45%	14%	14%	27%
Buffalo	Train Crew Starts	45	36	34	45	48	46	50	304
	Crews Delayed +2 Hours	3	6	3	5	4	2	5	28
	% Delayed +2 Hours	7%	17%	9%	11%	8%	4%	10%	9%
Chicago	Train Crew Starts	25	27	23	27	27	27	26	182
	Crews Delayed +2 Hours	7	13	11	16	8	11	9	75
	% Delayed +2 Hours	28%	48%	48%	59%	30%	41%	35%	41%
Cincinnati	Train Crew Starts	39	35	31	33	32	32	37	239
	Crews Delayed +2 Hours	3	3	0	4	1	0	1	12
	% Delayed +2 Hours	8%	9%	0%	12%	3%	0%	3%	5%
Cleveland	Train Crew Starts	22	22	18	23	25	26	22	158
	Crews Delayed +2 Hours	4	9	3	4	3	8	3	34
	% Delayed +2 Hours	18%	41%	17%	17%	12%	31%	14%	22%
Cumberland	Train Crew Starts	34	30	25	27	33	32	37	218
	Crews Delayed +2 Hours	4	2	4	1	0	2	1	14
	% Delayed +2 Hours	12%	7%	16%	4%	0%	6%	3%	6%
Detroit	Train Crew Starts	4	4	5	7	5	5	4	34
	Crews Delayed +2 Hours	0	0	1	1	1	1	1	5
	% Delayed +2 Hours	0%	0%	20%	14%	20%	20%	25%	15%
Philadelphia	Train Crew Starts	9	8	9	10	11	10	11	68
	Crews Delayed +2 Hours	0	0	0	0	0	0	1	1
	% Delayed +2 Hours	0%	0%	0%	0%	0%	0%	9%	1%
Selkirk	Train Crew Starts	45	38	35	41	48	48	48	303
	Crews Delayed +2 Hours	6	10	9	7	10	8	11	61
	% Delayed +2 Hours	13%	26%	26%	17%	21%	17%	23%	20%
Toledo	Train Crew Starts	28	26	29	25	27	32	31	198
	Crews Delayed +2 Hours	7	2	5	3	5	8	2	32
	% Delayed +2 Hours	25%	8%	17%	12%	19%	25%	6%	16%
Willard	Train Crew Starts	41	43	35	43	45	46	42	295
	Crews Delayed +2 Hours	3	4	4	4	5	7	7	34
	% Delayed +2 Hours	7%	9%	11%	9%	11%	15%	17%	12%

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	03/02/02	03/03/02	03/04/02	03/05/02	03/06/02	03/07/02	03/08/02	Total
Train Delay	Originating Train Starts	101	90	90	102	109	113	113	718
	Delayed Hours - Power	0	0	0	2	4	4	0	10
	Delayed Hours - Crews	15	1	2	0	2	4	4	28

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	03/02/02	03/03/02	03/04/02	03/05/02	03/06/02	03/07/02	03/08/02	Average
Crew Availability		82%	82%	83%	84%	85%	85%	84%	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	03/02/02	03/03/02	03/04/02	03/05/02	03/06/02	03/07/02	03/08/02	Total
Crews/Recrews	Train Crew Starts	244	200	211	242	262	264	252	1675
	Recrews	1	2	3	5	4	6	2	23
	% Recrewed	0%	1%	1%	2%	2%	2%	1%	1%

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

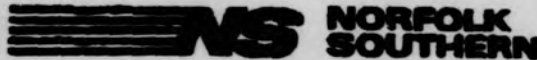
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	03/02/02	03/03/02	03/04/02	03/05/02	03/06/02	03/07/02	03/08/02	Average
Locomotives	Gross Fleet Size	3824	3824	3811	3793	3826	3824	3830	3819
	Avg. Number Available	3428	3407	3391	3360	3395	3408	3419	3401
	OOS Ratio	4.8	5.1	5.1	5.3	5.1	4.8	4.6	5.0

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	03/02/02	03/03/02	03/04/02	03/05/02	03/06/02	03/07/02	03/08/02	Average
Train Delay	Philadelphia/South Jersey	1	1	0	0	0	1	0	0
	North Jersey	2	0	2	1	3	3	3	2
	Detroit	1	0	1	1	0	0	0	0

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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9242

George A. Aspatore
General Solicitor

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March 13, 2002

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 March 8, 2002, 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.

March 13, 2002

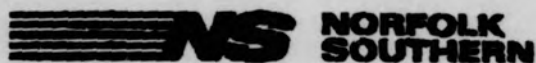
Page 2

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 Aspatoe/sms
George A. Aspatoe
General Solicitor

Enclosures



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2606
FAX: 757 629-2344

March 13, 2002

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

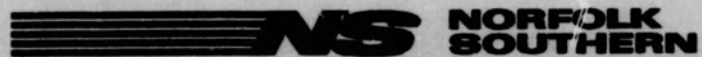
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 87 trains were held for terminal delays, 51 trains were held for crews, and 46 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia, North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. The number of reported road train delays for crews and power increased from last week. Five trains were delayed 36 hours for lack of crews and 3 trains were delayed 7 hours awaiting power. Twelve originating trains were delayed a total of 46 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 45% of the delay hours reported in the SAAs.

Sincerely,

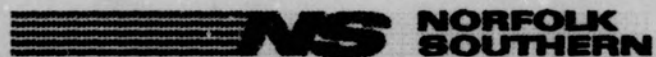
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For the week ending 3/8/02

Shared Asset Area - Yard Performance

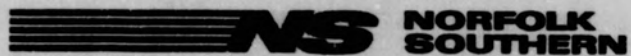
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	3/4/2002	850	48	133	181	144	17.1
	3/5/2002	850	97	208	305	199	17.6
	3/6/2002	850	182	176	358	335	20.4
	3/7/2002	850	155	232	387	312	24.0
	3/8/2002	850	111	195	306	295	12.9
North Yard MI Average		850	119	189	307	257	18.8
Oak Island NJ	3/4/2002	1200	370	287	657	345	22.5
	3/5/2002	1200	351	341	692	331	29.7
	3/6/2002	1200	510	296	806	470	22.6
	3/7/2002	1200	582	404	986	586	28.8
	3/8/2002	1200	546	444	990	553	31.9
Oak Island NJ Average		1200	472	354	826	458	27.5
Pavonia NJ	3/4/2002	900	244	272	516	194	52.0
	3/5/2002	900	331	339	670	496	23.3
	3/6/2002	900	410	274	684	590	19.6
	3/7/2002	900	374	284	658	338	28.4
	3/8/2002	900	433	248	681	433	22.9
Pavonia Average		900	358	283	642	410	25.7



For the week ending 3/8/02

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	4-Mar	6	67%	33%	0%	0%	0%
	5-Mar	8	50%	50%	0%	0%	0%
	6-Mar	8	75%	25%	0%	0%	0%
	7-Mar	8	100%	0%	0%	0%	0%
	8-Mar	8	75%	13%	13%	0%	0%
Detroit Total		38	74%	24%	3%	0%	0%
North Jersey Total	4-Mar	5	60%	20%	20%	0%	0%
	5-Mar	8	50%	38%	13%	0%	0%
	6-Mar	7	43%	43%	14%	0%	0%
	7-Mar	7	43%	29%	14%	14%	0%
	8-Mar	9	67%	11%	22%	0%	0%
North Jersey Total		36	53%	28%	17%	3%	0%
South Jersey Total	4-Mar	1	100%	0%	0%	0%	0%
	5-Mar	3	33%	67%	0%	0%	0%
	6-Mar	3	100%	0%	0%	0%	0%
	7-Mar	3	100%	0%	0%	0%	0%
	8-Mar	3	100%	0%	0%	0%	0%
South Jersey Total		13	85%	15%	0%	0%	0%
Grand Total		87	67%	24%	8%	1%	0%

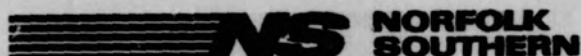


For the week ending 3/8/02

Shared Asset Area Trains Held

area	Sat 02-Mar	Sun 03-Mar	Mon 04-Mar	Tue 05-Mar	Wed 06-Mar	Thu 07-Mar	Fri 08-Mar	Grand Total
North Jersey	2	0	2	3	1	3	3	14
South Jersey	1	1	0	0	0	0	1	3
Detroit	1	0	1	0	1	0	0	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.



NS Cars Offered in Interchange but not Accepted

Offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
Other	54	0	0	0	0	54
Total	54	0	0	0	0	54

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

NS Northern Region Train Starts and Delays

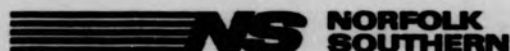
	Saturday 2-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	Grand Total
# of Train Starts	162	143	147	164	155	174	165	1110
Delay Cause								
Crew Delays (hrs)	10.2	32.0	22.9	10.1	4.2	1.5	9.2	90.0
Power Delays (hrs)	19.3	0.0	0.0	66.7	8.3	56.2	13.8	164.1

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 2-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	average
Fleet Size	3213	3177	3160	3183	3153	3198	3161	3178
available	3011	2963	2945	2946	2929	2965	2955	2959
out of service %	6.3%	6.7%	6.8%	7.4%	7.1%	7.3%	6.5%	6.9%

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



NS Crew Starts and Delays

		Saturday 2-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	total
Allentown	crew starts	16	14	17	19	19	17	20	122
	crews delayed	1	3	5	4	4	3	3	23
Bellevue	crew starts	40	40	29	43	43	41	41	277
	crews delayed	2	10	5	5	5	6	9	42
Buffalo	crew starts	22	25	26	27	25	29	28	182
	crews delayed	2	4	3	3	2	2	1	17
Chicago	crew starts	32	35	31	35	32	37	34	236
	crews delayed	13	15	16	20	14	18	12	108
Cincinnati	crew starts	34	35	26	33	36	34	35	233
	crews delayed	4	7	5	7	7	6	5	41
Cleveland	crew starts	8	10	8	7	9	9	9	60
	crews delayed	3	6	1	1	2	5	4	22
Conway	crew starts	47	43	41	48	57	54	53	343
	crews delayed	12	4	8	6	7	7	13	57
Detroit	crew starts	18	14	15	19	20	17	19	122
	crews delayed	7	3	5	6	6	3	7	37
Elkhart	crew starts	39	35	35	44	39	37	42	271
	crews delayed	17	19	18	18	19	18	18	127
Harrisburg	crew starts	61	51	44	54	60	61	52	383
	crews delayed	18	16	9	15	10	17	13	98
Toledo	crew starts	56	50	54	58	63	57	61	399
	crews delayed	18	8	15	17	12	12	17	99

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 2-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	average
availability%	75%	74%	76%	79%	79%	77%	77%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 2-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	total
crew starts	331	294	276	331	346	345	325	2248
recrews	5	6	12	9	6	8	6	52

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

3-13-02

D

204966

Memorandum



DATE: March 13, 2002

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

FROM *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 monthly reports 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 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Richard Armstrong
Ron Douglas
Charles Renninge

ENTERED
Office of the Secretary

MAR 14 2002

Part of
Public Record

204966

500 Water Street (J150)
Jacksonville, FL 32202
(904) 359-1192
FAX: (904) 366-2902
E-mail: Paul_Hitchcock@CSX.com

Paul R. Hitchcock
Assistant General Counsel

December 31, 2001

Melvin F. Clemens, Jr.
Director Office of Compliance and Enforcement
Surface Transportation Board
Washington, DC 20423-0001

Dear Mr. Clemens:

Attached to this letter are the Operational Monitoring Reports required in STB Finance Docket No. 33388.

The reports are presented in the following order:

Labor Implementing Agreements	Page 1
Labor Task Force	Page 1
Construction and Other Capital Projects Table	Pages 2-3
Infrastructure Maintenance and Expansion	Page 4
Additional Noteworthy Engineering Projects Table.....	Pages 5-7
Information Technology	Pages 8-11
Customer Service	Page 12
Training.....	Page 13

Note: Italicized information indicates a change or update from the last report.

Please contact me if there are any issues that need clarification or explanation. As information, coincident with filing this report with the STB, CSXT has made this report available on our web site (www.csx.com).

Very truly yours,

Paul R. Hitchcock

cys: Peter J. Shudtz, Sr. Vice President
Regulatory Policy and Washington Counsel

CSX TRANSPORTATION, INC.
STB OPERATIONAL MONITORING REPORT
As of December 31, 2001

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Note: Italicized information indicates a change or update from the last report.

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

LABOR

Labor Implementing Agreements

All of the Labor Implementing Agreements have been reached. Accordingly, the requirement provided for in Paragraph 1 on page 162, of STB Decision No. 89 issued in Finance Docket No. 33388 has concluded.

Labor Management Task Force

CSXT has sent an invitation to each of its unions with which an implementing agreement has been reached and which will continue to represent employees on CSXT to participate in a labor task force similar to the one established with the United Transportation Union. CSXT has held labor task force meetings with a number of its unions. CSXT will hold additional meetings, as the need arises. CSXT also will continue its effort to have frequent communications with its unions to guarantee that problems which may still arise with respect to the implementation of the transaction receive prompt attention.

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Status	Expected Completion Date
1)	Greenwich, Ohio to Pine Junction, Indiana	Construct 2 nd main track with TCS on B&O including connections.	Complete	4Q 98
2)	Quaker to Greenwich, Ohio	Construction by Conrail of 2 nd main track with TCS.	Complete	4Q 98
3)	Willard, Ohio	Yard Expansion	Complete	1Q 99
4a)	Crestline, Ohio	a) Construct or rehabilitate connection tracks with Indianapolis Line.	a) Complete	2Q 99
4b)	Sidney, Ohio	b) Connection Track	b) Complete	4Q 98
4c)	Marion, Ohio	c) Rehabilitate Connection Track	c) Complete	1Q 99
5)	Carleton, Michigan	Connect track with Conrail	Complete	4Q 98
6a)	Alice, Indiana	a) Siding Extension	a) Complete	a) 3Q 98
6b)	Harwood, Indiana	b) Siding Extension	b) Complete	b) 4Q 98
7a)	Chicago, Illinois	a) Intermodal Expansions	a) Complete	a) 3Q 98
7b)	Cleveland, Ohio	b) Intermodal Expansions	b) Complete	b) 1Q 99
7c)	Philadelphia, Pennsylvania	c) Intermodal Expansions	c) Complete	c) 4Q 00
7d)	Little Ferry, New Jersey	d) Intermodal Expansions	d) Complete	d) 3Q 98
8)	Philadelphia, Pennsylvania	Rebuild Eastwick connection track with Conrail.	Complete	4Q 98
9)	Hobart, Indiana to Tolleston, Indiana	Restoration of connection and main track between Hobart & Tolleston.	Complete	2Q 99

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location	Project	Status	Expected Completion Date
10) Chicago, Illinois	Chicago area-upgrade connection tracks and other improvements.	Complete	2Q 99
11) Newell & New Castle, Pennsylvania	Upgrade capacity on the Mon. Subdivision	Complete	4Q 98
12) Albany, New York to Bergen, New Jersey	Extend 3 sidings by Conrail on River Line	Complete	4Q 98
13) Little Ferry, New Jersey	Connection track Conrail/NYSW	Complete	2Q 99
14) Dolton, Illinois	Connection track @ Lincoln Avenue CSX/IHB	Complete	2Q 99

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

Infrastructure Maintenance and Expansion Report

Throughout 2001, CSX has continued committing resources toward the completion of key track capacity improvements over the entire system. The following Table lists those projects and summarizes their current status:

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

(In some cases these projects may be unrelated to the Conrail integration.)

Location	Project	Under Construction	Estimated Completion
1) Alexandria, VA	AF Interlocking reconstruction (VRE project)	Completed	10/29/01
2) Aliquippa, PA	Construct 2 industry support tracks	Completed	06/30/00
3) Baltimore, MD (Bay View YD)	Add crossover BA Tower	Completed	12/15/01
4) Casky, KY	Construct new main track to create Ind. Lead	Y	3/31/01
5) Chicago, IL	Barr SD – TCS – Phase II	Completed	06/01/01
6) Chicago, IL	Construct 59 th Street North Lead	Completed	06/30/00
7) Chicago, IL	Construct storage tracks & 3 rd Main at Barr Yard	Delayed	
8) Chicago, IL	TCS Blue Island SD to 75 th Street	Completed	03/31/01
9) Cleveland, OH	Construct mainline fueling facility at Collinwood Yard	Completed	08/30/00
10) Columbus, OH	Scioto Interlocking w/NS (ODOT project)	Completed	12/31/01
11) Coosa Pines, AL	Construct new 11,200' passing siding	Completed	08/29/00
12) Dearborn, MI	Construct new track connection with Shared Assets Co.	Completed	05/15/01
13) East Cleveland, OH	Noise berms, landscaping	Completed	06/30/00
14) East Fostoria, OH	Extend yard/connection lead	N	Deferred
15) Erie, PA	NS relocation project	Completed	12/31/01
16) Erie, PA	Replace CSXT bridge decks over B&LE (CSXT work relating to NS relocation project)	Completed	8/1/01
17) Evansville, IN	Install new concrete universal crossovers	Completed	10/19/01
18) Fall River, MA	MBTA replacement of 4 undergrade bridges	Y	10/31/01

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

(In some cases these projects may be unrelated to the Conrail integration.)

Location	Project	Under Construction	Estimated Completion
19) Feltonville, PA	Extend siding to 20,200'	Completed	8/9/01
20) Franklin, AL	Construct new 11,200' passing siding	Completed	09/15/00
21) Frederick, MD	MARC project	<i>Completed</i>	11/20/01
22) Ft. Lauderdale, FL	Construct 45 miles of 2 nd main for TriRail	N	Pending
23) Gallaway, TN	Build siding with 10,000' in clear	Completed	10/1/00
24) Garrett, IN	Construct Randolph St. underpass	Completed	08/30/00
25) Gibraltar, MI	Construct crossover between CSXT and CN	Completed	09/30/00
26) Greenwood, SC	Construct double-track to Salak	Completed	11/06/00
27) Halls, GA	Construct 2 mile siding	Completed	09/15/01
28) Hopkinsville, KY	Install turnouts/signals for new Ft. Campbell lead wye	<i>Completed</i>	10/15/01
29) Keystone, SC	(Sandpatch to Rockwood, PA)-Upgrade #10 crossovers to power #15's and TCS	<i>Completed</i>	10/29/01
30) Lacon to Holmes Gap, AL	Add 8 miles of 2 nd main MP 328-MMP336	Completed	6/15/01
31) Lawrenceville, GA	Construct new siding and 5 track Palmer Yard	N	12/01/02
32) Lima, OH	Conrail connection track improvements	Completed	05/30/00
33) Louisville, KY	Link Highway Track to Highland Park #2	Completed	06/15/00

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

(In some cases these projects may be unrelated to the Conrail integration.)

Location	Project	Under Construction	Estimated Completion
34) Martinsburg, Hobbs, Miller/Cherry Run, W Cumbo, WV	Eliminate manned interlockings, Phase I	<i>Completed</i>	12/31/01
35) McDaniel, TN	Siding extension to 10,000' clear	Completed	09/1/00
36) New Boston, MI	Parking lot expansion	Completed	06/30/00
37) Owassa, AL	Construct new 2 mile siding	N	03/1/02
38) Philadelphia, PA	Greenwich Yard Phase I rehabilitation	Completed	06/30/00
39) Philadelphia, PA	Greenwich Yard Phase II expansion	Completed	12/21/00
40) Ridgefield Park, NJ	Construct second main track & signals M.P. 2-7	Y	12/01/02
41) Rupert-Mauk, GA	Construct 8 miles of second main track & signals	Completed	11/30/01
42) Teaneck, NJ	Construct siding CP7-CP10	Completed	03/31/00
43) <i>Tunnel Hill, GA</i>	<i>Construct Siding, W & A Sub</i>	<i>Completed</i>	<i>11/15/01</i>
44) Union City, GA	Construct connection track	Completed	04/15/00
45) Union City-Tilford, GA	Clearance improvement project	Completed	03/15/00
46) W. Baltimore, MD	Convert #10 HTEL to Power #15	Completed	09/30/00
47) Wadley, AL	Extend passing siding to 10,000' clear	Completed	09/15/00
48) Youngstown, OH	Construct Ashtabula Connection for 140 car capacity	Completed	07/15/00

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

INFORMATION TECHNOLOGY

Information Technology

The implementation strategy, training plans, and status of the Information Technology (IT) initiatives affecting the following Operating Areas are summarized:

- ❖ Customer Service
 - Electronic Customer Connectivity
- ❖ Operations Personnel
 - Crew Management
- ❖ Transportation
 - Car Management & Movement
 - Locomotive Management
 - Train Dispatching

Operating Area	Implementation Strategy	Status	Training
Customer Service Electronic Customer Connectivity	<p>All inbound (e.g. bill-of-lading) and outbound (e.g. car tracing) electronic communications with existing Conrail customers are to be migrated to CSX and NS. All customers will be informed of their system migration options and have the opportunity to test the replacement electronic connections prior to a transfer of the customer communications links on Day 1.</p> <p>CSX and NS will work with all affected customers and EDI vendors to develop migration plans</p>	<p>Systems testing in process and on schedule</p> <p>A joint letter was distributed to current Conrail customers</p> <p>Existing and new Conrail Electronic Commerce customers have been contacted by CSX in separate mailings</p> <p>Electronic Commerce Certification of Conrail customers acquired by CSX is in progress.</p> <p>Planned customer conversions to CSX Electronic Commerce tools are complete.</p> <p>All EC is complete</p>	<p>All customers will be provided adequate systems documentation and a detailed description of any changes to their current Conrail-provided electronic services</p> <p>All customers targeted for conversion to CSX electronic commerce tools have received information regarding the changes.</p> <p>All customer training and customer conversions are complete.</p>

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Operations Personnel Crew Management	<p>Separation of callings desks (CSX, NS, SAC) in Dearborn, MI has been pre-negotiated and is in place. There will be a phased roll-out of eight calling desks to TECS – the CSX Crew Calling System. The first desk will be rolled out 50 days after Day 1.</p> <p>T&E Crews will continue to submit paper time sheets to Dearborn, MI until the TECS desk roll-out is completed. Paperless payroll implementation will take place 2 weeks after each TECS desk implementation. The entire roll-out will take approximately seven months.</p>	<p>Systems development in process and on schedule.</p> <p>The TECS desk roll-out is still on schedule.</p> <p>All desks have been cut Over to TECS.</p> <p>Paperless payroll training was completed Dec. 10, 1999</p> <p>Crew Callers have been moved from Dearborn to Jacksonville – Crew Management is complete.</p>	<p>CSX Payroll officers will train T&E employees on the CSX Payroll system immediately following the implementation of TECS. Local Chairman will participate in the training. Training documents have been prepared and presented to Conrail personnel.</p> <p>Training sessions have been completed.</p>
Transportation Car Management and Movement	<p>Field personnel will continue using Conrail application systems supporting yard inventory, train consisting and work orders after Day 1.</p> <p>Disposition and management of empty cars will occur in Jacksonville using CSX systems after Day 1 to ensure coordinated system wide transportation operations.</p> <p>Customers on the acquired territory will continue to order empty cars and obtain information on order status as they do today.</p> <p>CSX systems will be rolled-out to the acquired Conrail territory in 4 phases after Day 1.</p>	<p>Systems development in process and on schedule.</p> <p>Toledo Stanley Yard was cut-over to CSX systems July 27th.</p> <p>Chunk 1 Field Rollout including Indianapolis was successfully cut-over on Oct 11.</p> <p>Chunk 2 including Cleveland, Collinwood and Columbus, Ohio was successfully cut-over on January 10.</p> <p>Chunk 3 including Buffalo & Syracuse was successfully cut over on March 13, 2000.</p> <p>Chunk 4 including Selkirk & W. Springfield was successfully cutover on May 8, 2000</p> <p>All Car Management is complete</p>	<p>Training sessions have been completed</p>

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Locomotive Management	<p>CSX Locomotive Management System (LMS) will be used to manage locomotives in CSX acquired territory beginning on Day 1. This will occur from the Operations Center in Philadelphia, PA for approximately 180 days after Day 1. The management team in Philadelphia will consist of two locomotive managers and one senior locomotive manager. Dual entry of locomotive assignments will be made to the Conrail Locomotive Distribution System (LDS). Shutdown of Conrail LDS will accompany field roll-out and will be dependent upon other Conrail Systems (TRIMS & TMS) no longer relying on assignments being passed from Conrail LDS.</p> <p>Within 180 days after Day 1, locomotive management for the acquired Conrail territory will be relocated to the Kenneth Dufford Center in Jacksonville. Two CSX Locomotive Managers will manage the acquired territory at that time.</p>	<p>Implementation was completed June 1st.</p> <p>Dual entry into Conrail LDS was discontinued June 15th.</p> <p>The locomotive management of the acquired territory was transitioned to the Kenneth Dufford Center in Jacksonville, FL on July 12, 1999.</p> <p>Locomotive Management is Complete.</p>	<p>Locomotive managers for the acquired Conrail territory have been trained on the CSX Locomotive Management System (LMS). Locomotive Management has conducted training that included cross training of CSX and Conrail cultures.</p>

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Train Dispatching	<p>Train dispatchers will continue to use current Conrail systems. Phase 1 geographic realignments will separate dispatchers into CSX, NS & SAC entities within current division offices. Phase 1 will complete 90-120 days after Day 1.</p> <p>Phase 2 division realignment will move dispatchers to acquiring road's division. CSX Cleveland East dispatcher in Dearborn, MI will move to CSX headquarters in Indianapolis, IN. CSX Chesapeake & Riverline dispatchers in Mt. Laurel, NJ will move to CSX headquarters in Albany, NY. Phase 2 will complete 90-120 days after an implementing agreement has been reached.</p> <p>Phase 2 moves are contingent upon Phase 1 realignment completion for territory being transferred. Also contingent upon an implementing agreement being in place with the ATDD.</p>	<p>Systems development has been completed and implementation is proceeding on schedule.</p> <p>Phase 1 realignments :</p> <p>Albany, Indianapolis & Philadelphia complete.</p> <p>Dearborn Division started.</p> <p>Dearborn completed Mid-August 1999.</p> <p>Phase 2 realignments:</p> <p>Two dispatcher desks moved from Indianapolis to Dearborn on 7/27/99.</p> <p>Phase 2 projected to be completed with CSAO dispatcher move from Dearborn to Mt. Laurel on 8/10/99.</p> <p>All phases of the Train Dispatcher Realignment Project have been completed. Implementing agreements are now in place.</p> <p>Train Dispatching is complete.</p>	<p>Dispatchers will be trained on their new territory using the current processes in place at Conrail.</p>

STB OPERATIONAL MONITORING REPORT

As of December 31, 2001

Customer Service Progress Report

During May we completed the rollout of all CSXT systems for the fourth regional area. Cutover took place on May 8, 2000 and went smoothly. Major locations included in the cutover were Selkirk, South Kearney, and Framingham areas.

Personnel

We duplicated our training and mentoring procedures for this last cutover. Classroom training in Pittsburgh was completed prior to the cutover with the remaining personnel trained on all CSXT systems.

Customer Familiarization

The customer familiarization processes used previously were also duplicated. Tariffs have been published and distributed for supplemental billing purposes, and procedures put in place to convert the records for the first 7 days of May from the Conrail to the CSX demurrage system, so that customers will see only one bill for the month. All customers have been notified regarding the up coming changes.

Brochures were customized and distributed to customers by our Electronic Commerce Customer Integration Center to explain our EC offerings and initiatives, with special telephone numbers and other vital data provided. Other customer communications included blast faxes, mailings, and regular interaction with our Electronic Commerce personnel.

STB OPERATIONAL MONITORING REPORT

As of October 31, 2001

STB Status Submission Report on Training

All remaining training for the acquired territories was completed during the month of May.

Clerical employees received one-on-one training at their work locations on specific job tasks for their jobs. Train & Engine Service employees received instructions in the preparation of work order documents to ensure the correct documentation of placing and pulling of cars from industries. Field transportation officers and yardmasters also received specific training in the use of yard and train management systems. Extensive training was provided for 45 yardmasters and 17 transportation officers.

Coaches were positioned at strategic locations to assist employees during the cutover at all major terminals and crew on-duty locations.

The last cutover completed the training initiatives for this project.

George A. Aspatore
General Solicitor

(757) 629-2657
fax (757) 533-4842
E-mail: george.aspatore@nscorp.com

January 8, 2002

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,

Enclosed is Norfolk Southern's Monitoring Report dated December 31, 2001. NS continues to make progress on the projects targeted for completion in 2002 that are listed in the Construction and Other Capital Projects section of the Report.

Please let me know if you need any further information.

Sincerely,

George A. Aspatore

Enclosure

Norfolk Southern Corporation

STB Operational Monitoring Report

As of December 31, 2001

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Note: Bold print indicates changes from previous report.

* To be disclosed under a different cover or in a later report.

Surface Transportation Board Operational Monitoring Report
As of December 31, 2001

LABOR

Labor Implementing Agreements

All of the Labor Implementing Agreements have been reached, concluding our reporting requirement, as provided in Paragraphs 1 and 14, on pages 162 and 165, respectively, of STB Decision No. 89 issued in Finance Docket No. 33388.

Labor-Management Task Forces

All implementing agreements became effective on June 1, 1999. A continuing dialogue has taken place between labor and NS management on a daily or as-needed basis concerning implementation and safety issues. Labor organization cooperation has been a key element in assuring the safe implementation of the Conrail transaction. This interaction will continue as the parties work through issues of mutual concern.

Note: Bold print indicates changes from previous report.

Surface Transportation Board Operational Monitoring Report
As of December 31, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Alexandria	IN	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Allentown -	PA	Traffic Control System	Signal	Design	Note 2
Reading	PA	Estimated Completion Date: Undetermined		Const	
Angola	NY	Upgrade existing siding, construct new siding Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Ashtabula	OH	Construct connection track Estimated Completion Date: Complete	Track	Design	Complete
				Const	Complete
			Signal	Const	Complete
Attica	IN	Extend siding 4, 580 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Boundbrook	NJ	Extend siding 15,000 track feet Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	Design Const	
Bristol	VA	Extend siding 14,255 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Bucyrus	OH	Construct track connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Buffalo -	NY	Traffic control system and remove pole line.	Signal	Design	Complete
Cleveland	OH	Estimated Completion Date: Complete		Const	Complete
Buffalo	NY	Rehabilitate tracks in sub-leased BPRR yard Estimated Completion Date: Complete	Track	Const	Complete
Buffalo	NY	Construct connection to BPRR yard Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete

Surface Transportation Board Operational Monitoring Report
As of December 31, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Buffalo	NY	Reconstruct portion of Bison Yard Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Butler	IN	Construct track connection Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
			Signal	Const Design Const	
Chicago	IL	Expand and improve 47th St Yard Intermodal Terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Cloggsville	OH	Track Rehabilitation Estimated Completion Date: Complete	Track	Design	Complete
				Const	Complete
Cloggsville	OH	Construct second main Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
			Signal	Const Design Const	Complete Complete Complete
Columbus	OH	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Crockett	VA	Construct 9,100 foot new siding Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
			Signal	Const Design Const	Complete Complete Complete
Croxtton	NJ	Expand and improve intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
E-Rail	NJ	Expand and improve intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Erie	PA	Erie Track Realignment Project Estimated Completion Date: 2Q02	Track	Design	Complete
				Grading	Complete
				Const	In progress
			Signal	Removal Design Const	Complete In progress

Surface Transportation Board Operational Monitoring Report
As of December 31, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding Estimated Completion Date: Undetermined	Track	Design Grading Const	Note 2
			Signal	Design Const	
Hadley Jct (Ft Wayne)	IN	Double tracking Estimated Completion Date: Undetermined	Track	Design Grading Const	Note 2
			Signal	Design Const	
Hagerstown Sec (Greencastle)	PA	Construct siding Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Hagerstown Sec	PA	Traffic Control Estimated Completion Date: Complete	Signal	Design Const	Complete Complete
Harrisburg	PA	Construct double track Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Harrisburg (Rutherford)	PA	Construct intermodal terminal Estimated Completion Date: Complete	Track	Design Grade/Pave	Complete Complete
Harrisburg - Reading	PA	Traffic Control System and remove pole line Estimated Completion Date: 1Q02	Signal	Design Const	Complete In progress
KD Tower - Cumberland Falls	KY	Extending double track 40,120 feet Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Knoxville - Chattanooga	TN	Double Stack Clearances Estimated Completion Date: Complete	Track	Design Const	Complete Complete
	TN		Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Oak Harbor	OH	Construct track connection Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete

Surface Transportation Board Operational Monitoring Report
As of December 31, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Pattensburg	NJ	Clearance-9 Bridges Estimated Completion Date: Complete	Bridge	Design Const	Complete Complete
Pattensburg	NJ	Siding Extensions Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Pattensburg	NJ	Tunnel Clearance Estimated Completion Date: Complete	Bridge	Design Const	Complete Complete
Philadelphia	PA	Construct crossover - Zoo Estimated Completion Date: Undetermined	Track	Design Grading Const	Note 2 Complete
			Signal	Design Const	Complete
Piney Flats	TN	Extend siding 6,610 feet Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Port Reading	NJ	Chemical Coast Clearance Projects Estimated Completion Date: Complete	Track	Design Const	Complete Complete
			Bridge	Design Const	Complete Complete
Rader	TN	Extend siding 5,189 feet Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Reading - Philadelphia	PA PA	Traffic Control System and remove pole line Estimated Completion Date: Undetermined	Signal	Design Const	Note 2 Complete
Riverton Jct - Roanoke	VA VA	Clearance projects Estimated Completion Date: Complete	Bridge	Design Const	Complete Complete
Sandusky (Bellevue)	OH	Construct Triple Crown Terminal Estimated Completion Date: Complete	Track	Design Grade/Pave Const	Complete Complete Complete
Sandusky- Columbus	OH	Double Track: S 13.60 - S 26.00 Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete

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CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Sandusky-Columbus	OH	Double Track: S 78.10 - S 88.40 Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sandusky-Columbus	OH	Double Track: S 88.30 - S 95.60 Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sidney	IL	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sido	MO	Double tracking 36,458 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sloan	IL	Extend siding 5,027 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Southern Tier	NY	Southern Tier Rehabilitation Estimated Completion Date: Undetermined	Track	Const	Note 2
			Bridge	Design	
				Const	
St. Louis (Mitchell)	MO	Expand Mitchell Triple Crown Terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
			Signal	Design	Complete
				Const	Complete
Toledo	OH	Intermodal Terminal Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grade/Pave	
Tolono	IL	Track Connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Vermillion	OH	Track Connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

Surface Transportation Board Operational Monitoring Report
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CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Wabash	IN	Construct connection track	Track	Const	Complete
		Estimated Completion Date: Complete	Signal	Design	Complete
				Const	Complete

Note 1: Bold print indicates changes from previous report. If status of project phase is blank, work on that part of the project has not yet begun.

Note 2: Project on hold pending evaluation of revised traffic requirements.

Surface Transportation Board Operational Monitoring Report
As of December 31, 2001

CUSTOMER SERVICE

Systems and Personnel Training

Operating Area	Project	Status
TRANSPORTATION		
Car Management and Movement	Systems – Multiple projects	Complete
Includes Thoroughbred Yard Enterprise System (TYES) and Central Yard Operations (CYO) System	Personnel Training	
	Prepare training materials for TYES and CYO	Complete
	Trainer orientation	Complete
	TYES training at Conrail locations	Complete
Train Dispatching	Systems	Complete
	Personnel Training	
	Prepare computer-based training materials for Norfolk Southern Train Information System (TIS) and Train System Accident Reporting System (TSAR).	Complete
	Train Conrail employees at Dearborn, Pittsburgh, and Mt. Laurel	Complete
Locomotive Management	Systems	Complete
	Personnel Training	
	Prepare training materials; conduct pilot sessions	Complete
	Trainer orientation	Complete
	Train employees at 8 Conrail locations	Complete

Surface Transportation Board Operational Monitoring Report
As of December 31, 2001

CUSTOMER SERVICE

Operating Area	Project	Status
OPERATIONS PERSONNEL		
Crew Management	Systems	Complete
	Personnel Training	
	Prepare training materials	Complete
	Train Conrail employees	Complete
Train and Engine (T&E) Payroll	Personnel Training	
	Prepare training materials; conduct pilot sessions	Complete
	Train T&E crews	Complete
Non-Train and Engine Payroll	Personnel Training	
	Prepare training materials; conduct pilot sessions	Complete
	Trainer orientation	Complete
	Train Conrail employees	Complete
CUSTOMER SERVICE		
Electronic Customer Connectivity	Systems	Complete
	Personnel Training	
	Testing new systems	Complete
	Customer Coordination	
	Information to be distributed to customers	Complete
National Customer Service Center	Personnel Training	
	Prepare training materials	Complete
	Train employees in Pittsburgh and Atlanta	Complete

Note: Bold print indicates changes from previous report.

Surface Transportation Board Operational Monitoring Report
As of December 31, 2001

CUSTOMER SERVICE

Transition Process

Transition team members for NS in Philadelphia working in Customer Service were released at the end of February, 2000. Call volumes have declined as general service levels improve and are currently below call volume levels prior to the split date. The phone trace system, which is an automated feature of our toll-free line that allows a customer to trace the location of its cars by keying in car numbers on the telephone key pad, continues to work as expected. Norfolk Southern has also added car tracing functions to its web page.

Customer Service has reorganized to better leverage the functions of the Central Yard Operations (CYO) groups and the National Customer Service Center (NCSC) staff. Our overall goal is to utilize the larger CYO staff for routine inquiries and allow NCSC to focus on problem resolution and correction.

Other Customer Service changes include moving Agency Operations Center (AOC) billing functions to Accounting; moving Data Quality and Demurrage functions under CYO; and combining Equipment Marketing and Car Distribution and Utilization in a new group called Car Management.

Personnel

The implementation of the Thoroughbred Yard Enterprise System in the former Conrail areas has been completed, including the training of field personnel. All supervisory positions have been filled for Data Quality, the Agency Operations Center and Customer Service.

Customer Awareness

NS continues to host customer meetings to evaluate and provide feedback on the Company's planning processes and strategies. NS continues to make numerous meetings and presentations in order to keep our customers informed.

The Customer Resource Guide, distributed to our customers, provides customers with all resources and information necessary for doing business with the new NS.

The Help Desk Directory, also distributed to our customers, lists key phone numbers that connect users to areas that may assist them in answering questions about NS. It is available in three formats: a pocket guide for employees, a list for customers, and an expanded version available for downloading from the Internet.

Note: Bold print indicates changes from previous reports.

STB

FD-33388

3-7-02

D

204927

SURFACE TRANSPORTATION BOARD

Memorandum

204927



DATE: March 7, 2002

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

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

SUBJECT : ST^B 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 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

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

ENTERED
Office of the Secretary

MAR 11 2002

Part of
Public Record



T. J. Stephenson
Assistant Vice President -
Service Measurements

March 6, 2002

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, March 1st. Cars on-line improved slightly from 232,472 to 232,243 cars. Terminal dwell increased slightly from 24.0 to 24.1 hours. Train velocity decreased from 23.4 to 22.9 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

The on-time-to-two-hours-late measure moved favorably four percentage points to 80%. The percent of trains greater than 6 hours late moved favorably five percentage points to 6%.

Yards and Terminals

Five of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Three of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 96%. Overall, the on-time-to-two-hours-late category was 81%, down four percentage points from the prior week. The greater-than-six-hours-late category was 7%, up two percentage points from the prior week.

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

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 MAR -6 P 2:20
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars decreased at North Yard, and increased at Pavonia and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.4, down from 28.8 hours for the prior week.

Additional Measurements

Train Delay Metric: For 701 train starts, weekly train delay for power totaled zero hours and crew delay totaled 20 hours. Power delay and crew delay hours both decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 15.5% for the week, improving slightly from 15.7% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, the same as the prior week.

Daily Number of Recrews Required: Of 1642 crew starts, 22 (1%) were recrews, improved one percentage point from the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3842, Average Available = 3386, and Out-of-Service Ratio = 4.6%, improving slightly from the previous week.

Cars Offered in Interchange: averaged 311 cars daily, 39 of which were for the Norfolk Southern. The NS-offered increased, and the total-offered decreased from the prior week.

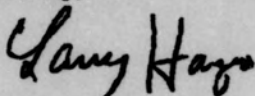
On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh - Washington) and 93% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 44 weeks.

Last week CSXT met the goal for 13 of the 18 key first quarter service measurements. Goals were met for reportable injuries, cars on line, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

The overall performance of the rail network remains at a very high level. Operations are fluid, and CSX is able to absorb additional traffic.

Sincerely,

A handwritten signature in dark ink, appearing to read "L. L. Hayes". The signature is written in a cursive, flowing style.

L. L. Hayes
Director
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 03/01/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	423	303	350	465	392
	Cars On Hand - Empty	482	445	567	567	536
	Cars On Hand - Total	905	748	917	1032	928
	Cars Handled	543	384	536	590	625
	Dwell Hours	35.9	27.4	25.8	23.6	24.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	287	334	324	329	304
	Cars On Hand - Empty	339	396	401	401	357
	Cars On Hand - Total	626	730	725	730	661
	Cars Handled	259	409	579	516	335
	Dwell Hours	41.9	27.6	24.6	23.1	29.6
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	147	260	312	228	207
	Cars On Hand - Empty	140	200	204	101	256
	Cars On Hand - Total	287	460	516	329	463
	Cars Handled	216	186	389	330	183
	Dwell Hours	22.2	20.4	26.7	14.9	28.2

CSX Comments: Daily average on hand cars decreased at North Yard, and increased at Pavonia and Oak Island.
All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 26.4 hours, down from 28.8 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02
North Jersey SAA	Number of Originations	7	7	7	8	8
	% Ontime	71%	86%	57%	50%	63%
	% Late 0-2 Hours	14%	14%	43%	50%	25%
	% Late 2-4 Hours	14%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	13%
South Jersey SAA	Number of Originations	0	3	3	3	3
	% Ontime	0%	33%	33%	100%	67%
	% Late 0-2 Hours	0%	67%	67%	0%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	71%	25%	38%	25%	75%
	% Late 0-2 Hours	29%	50%	63%	63%	25%
	% Late 2-4 Hours	0%	25%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	13%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 23 trains. Crew delays were 4 trains for 5 hours; 6 trains were delayed 25 hours for power; originating trains 13 for 52 hours, due to late arrivals.

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	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02	Average
Cars Offered	NS	3	3	3	188		39
	All Other	299	359	460	239		271
	Total	302	362	463	427		311

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	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	50%	90%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	100%	90%	75%	93%

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	02/23/02	02/24/02	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02	Total
Baltimore	Train Crew Starts	15	9	15	15	16	17	13	100
	Crews Delayed +2 Hours	1	3	2	1	4	6	4	21
	% Delayed +2 Hours	7%	33%	13%	7%	25%	35%	31%	21%
Buffalo	Train Crew Starts	44	36	32	42	45	48	46	293
	Crews Delayed +2 Hours	8	1	1	1	6	3	4	24
	% Delayed +2 Hours	18%	3%	3%	2%	13%	6%	9%	8%
Chicago	Train Crew Starts	23	24	20	24	28	29	22	170
	Crews Delayed +2 Hours	7	2	5	6	8	8	5	41
	% Delayed +2 Hours	30%	8%	25%	25%	29%	28%	23%	24%
Cincinnati	Train Crew Starts	42	39	33	31	32	37	37	251
	Crews Delayed +2 Hours	2	0	5	4	4	4	1	20
	% Delayed +2 Hours	5%	0%	15%	13%	13%	11%	3%	8%
Cleveland	Train Crew Starts	21	23	21	25	21	25	21	157
	Crews Delayed +2 Hours	7	6	1	1	2	5	5	27
	% Delayed +2 Hours	33%	26%	5%	4%	10%	20%	24%	17%
Cumberland	Train Crew Starts	34	28	27	30	31	35	32	217
	Crews Delayed +2 Hours	2	3	3	1	3	7	0	19
	% Delayed +2 Hours	6%	11%	11%	3%	10%	20%	0%	9%
Detroit	Train Crew Starts	6	5	4	6	6	6	5	38
	Crews Delayed +2 Hours	1	1	1	1	2	2	2	10
	% Delayed +2 Hours	17%	20%	25%	17%	33%	33%	40%	26%
Philadelphia	Train Crew Starts	8	8	9	10	9	9	9	62
	Crews Delayed +2 Hours	0	0	0	0	0	0	0	0
	% Delayed +2 Hours	0%	0%	0%	0%	0%	0%	0%	0%
Selkirk	Train Crew Starts	48	39	32	38	44	47	50	298
	Crews Delayed +2 Hours	10	13	8	5	6	4	9	55
	% Delayed +2 Hours	21%	33%	25%	13%	14%	9%	18%	18%
Toledo	Train Crew Starts	27	32	30	24	29	32	26	200
	Crews Delayed +2 Hours	4	3	4	1	4	6	3	25
	% Delayed +2 Hours	15%	9%	13%	4%	14%	19%	12%	13%
Willard	Train Crew Starts	42	45	32	40	43	46	42	290
	Crews Delayed +2 Hours	7	9	10	7	6	8	5	52
	% Delayed +2 Hours	17%	20%	31%	18%	14%	17%	12%	18%

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	02/23/02	02/24/02	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02	Total
Train Delay	Originating Train Starts	94	103	87	93	106	111	107	701
	Delayed Hours - Power	0	0	0	0	0	0	0	0
	Delayed Hours - Crews	5	1	3	1	3	6	1	20

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	02/23/02	02/24/02	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02	Average
Crew Availability		83%	82%	82%	83%	84%	83%	82%	83%

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	02/23/02	02/24/02	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02	Total
Crews/Recrews	Train Crew Starts	240	207	200	239	249	250	257	1642
	Recrews	7	4	1	2	2	2	4	22
	% Recrewed	3%	2%	0%	1%	1%	1%	2%	1%

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

Surface Transportation Board Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	02/23/02	02/24/02	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02	Average
Locomotives	Gross Fleet Size	3857	3829	3834	3850	3842	3843	3840	3842
	Avg. Number Available	3386	3380	3379	3384	3381	3394	3401	3386
	OOS Ratio	4.4	4.3	4.4	4.7	4.7	4.8	5.2	4.6

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	02/23/02	02/24/02	02/25/02	02/26/02	02/27/02	02/28/02	03/01/02	Average
Train Delay	Philadelphia South Jersey	0	3	1	1	0	1	1	1
	North Jersey	3	2	3	3	0	1	1	2
	Detroit	0	0	0	0	1	0	2	0

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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9242

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

(757) 629-2857
(757) 533-4872
E-mail gaaspato@nscorp.com

March 6, 2002

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 March 1, 2002, 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.

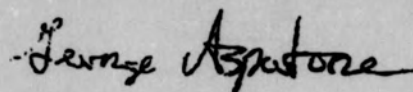
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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.
March 6, 2002
Page 2

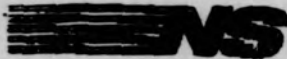
As always, I am including a letter written by Tony L. Ingram, Vice President Transportation - Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,

A handwritten signature in dark ink, appearing to read "George Aspatore". The signature is fluid and cursive, with a long horizontal stroke at the end.

George A. Aspatore
General Solicitor

Enclosures

**NORFOLK
SOUTHERN**

Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2606
FAX: 757 629-2344

March 6, 2002

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:

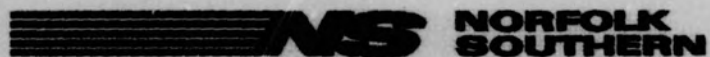
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 71 trains were held for terminal delays, 39 trains were held for crews, and 30 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 at Oak Island and Pavonia and decreased 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 from the prior week. Four trains were delayed 5 hours for lack of crews and 6 trains were delayed 25 hours awaiting power. Thirteen originating trains were delayed a total of 52 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 34% of the delay hours reported in the SAAs.

Sincerely,

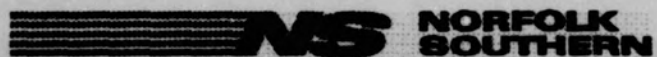
A handwritten signature in cursive script, appearing to read "Tony L. Ingram", followed by a horizontal line.



For the week ending 3/1/02

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	2/25/2002	850	140	147	287	216	22.2
	2/26/2002	850	200	260	460	186	20.4
	2/27/2002	850	204	312	516	389	26.7
	2/28/2002	850	101	228	329	330	14.9
	3/1/2002	850	256	207	463	183	28.2
North Yard MI Average		850	180	231	411	261	22.3
Oak Island NJ	2/25/2002	1200	482	423	905	543	35.9
	2/26/2002	1200	445	303	748	384	27.4
	2/27/2002	1200	567	350	917	536	25.8
	2/28/2002	1200	567	465	1032	590	23.6
	3/1/2002	1200	536	392	928	625	24.6
Oak Island NJ Average		1200	519	387	906	536	27.3
Pavonia NJ	2/25/2002	900	339	287	626	259	41.9
	2/26/2002	900	396	334	730	409	27.6
	2/27/2002	900	401	324	725	579	24.6
	2/28/2002	900	401	329	730	516	23.1
	3/1/2002	900	357	304	661	335	29.6
Pavonia Average		900	379	316	694	420	27.8



For the week ending 3/1/02

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	25-Feb	7	71%	29%	0%	0%	0%
	26-Feb	8	25%	50%	25%	0%	0%
	27-Feb	8	38%	63%	0%	0%	0%
	28-Feb	8	25%	63%	0%	13%	0%
	1-Mar	8	75%	25%	0%	0%	0%
Detroit Total		39	46%	46%	5%	3%	0%
North Jersey Total	25-Feb	7	71%	14%	14%	0%	0%
	26-Feb	7	86%	14%	0%	0%	0%
	27-Feb	7	57%	43%	0%	0%	0%
	28-Feb	8	50%	50%	0%	0%	0%
	1-Mar	8	63%	25%	0%	0%	13%
North Jersey Total		37	65%	30%	3%	0%	3%
South Jersey Total	25-Feb	0	0%	0%	0%	0%	0%
	26-Feb	3	33%	67%	0%	0%	0%
	27-Feb	3	33%	67%	0%	0%	0%
	28-Feb	3	100%	0%	0%	0%	0%
	1-Mar	3	67%	33%	0%	0%	0%
South Jersey Total		12	58%	42%	0%	0%	0%
Grand Total		88	56%	39%	3%	1%	1%



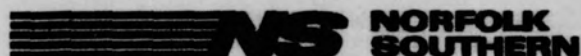
**NORFOLK
SOUTHERN**

For the week ending 3/1/02

Shared Asset Area Trains Held

area	Sat 23-Feb	Sun 24-Feb	Mon 25-Feb	Tue 26-Feb	Wed 27-Feb	Thu 28-Feb	Fri 01-Mar	Grand Total
North Jersey	3	2	3	3	0	1	1	13
South Jersey	0	3	1	1	0	1	1	7
Detroit	0	0	0	0	1	0	2	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.



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	0	0	0	0
Total	0	0	0	0	0	0

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

NS Northern Region Train Starts and Delays

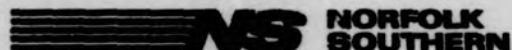
	Saturday 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	Grand Total
# of Train Starts	160	140	157	167	165	181	171	1141
Delay Cause								
Crew Delays (hrs)	29.9	9.6	6.9	4.3	15.5	10.8	15.4	92.4
Power Delays (hrs)	55.0	63.5	0.0	4.8	10.1	41.3	4.0	178.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	average
Fleet Size	3203	3199	3203	3209	3175	3183	3198	3196
available	3036	3010	3015	3001	2952	2972	3009	2999
out of service %	5.2%	5.9%	5.9%	6.5%	7.0%	6.6%	5.9%	6.1%

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



NS Crew Starts and Delays

		Saturday 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	total
Allentown	crew starts	15	16	17	19	21	17	20	125
	crews delayed	4	5	3	6	6	3	6	33
Bellevue	crew starts	37	44	38	43	40	44	47	293
	crews delayed	9	7	9	8	8	15	12	68
Buffalo	crew starts	22	26	23	26	25	29	26	177
	crews delayed	5	6	6	4	2	5	2	30
Chicago	crew starts	32	35	30	34	39	31	35	236
	crews delayed	11	18	12	17	17	14	13	102
Cincinnati	crew starts	36	28	29	34	33	36	34	230
	crews delayed	8	5	8	9	10	5	11	56
Cleveland	crew starts	9	10	7	8	9	8	10	61
	crews delayed	3	6	1	0	3	1	2	16
Conway	crew starts	48	44	41	53	42	52	53	333
	crews delayed	8	10	7	11	10	13	8	67
Detroit	crew starts	18	12	18	18	17	20	22	125
	crews delayed	3	3	3	6	8	9	4	36
Elkhart	crew starts	39	40	32	36	41	41	38	267
	crews delayed	17	14	13	19	22	21	17	123
Harrisburg	crew starts	54	56	46	52	58	65	67	398
	crews delayed	14	17	11	10	21	20	24	117
Toledo	crew starts	59	56	47	58	64	58	65	407
	crews delayed	14	9	8	9	16	16	11	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 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	average
availability%	75%	73%	76%	75%	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 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	total
crew starts	332	313	175	320	328	366	349	2174
recrews	11	8	7	13	18	13	14	84

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

2-28-02

D

204869

SURFACE TRANSPORTATION BOARD

Memorandum



204869

DATE: February 28, 2002

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

FROM : 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 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
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

February 27, 2002

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

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 FEB 27 P 3 42
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, February 22nd. Cars on-line improved slightly from 232,700 to 232,472 cars, and terminal dwell improved from 24.1 to 24.0 hours. Train velocity improved from 22.8 to 23.4 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

The on-time-to-two-hours-late measure moved unfavorably three percentage points to 76%. The percent of trains greater than 6 hours late moved unfavorably six percentage points to 11%.

Yards and Terminals

Eight of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Three of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 100%. Overall, the on-time-to-two-hours-late category was 85%, the same as the prior week. The greater-than-six-hours-late category was 5%, down two percentage points from the prior week.

Shared Areas

Daily average on hand cars decreased at Pavonia and North Yard, and increased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 28.4, up from 26.2 hours for the prior week.

Additional Measurements

Train Delay Metric: For 717 train starts, weekly train delay for power totaled 26 hours and crew delay totaled 46 hours. Power delay and crew delay hours both increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 15.7% for the week, the same as last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, down two percentage points over the prior week.

Daily Number of Recrews Required: Of 1661 crew starts, 34 (2%) were recrews, the same percentage as the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3842, Average Available = 3378, and Out-of-Service Ratio = 4.8%, improving slightly from the previous week.

Cars Offered in Interchange: averaged 341 cars daily, 36 of which were for the Norfolk Southern. The NS-offered and the total-offered both increased from the prior week.

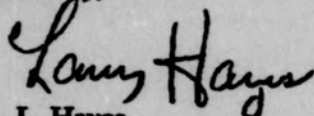
On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh - Washington) and 99% for 83 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 43 weeks.

Last week CSXT met the goal for 13 of the 18 key first quarter service measurements. Goals were met for reportable injuries, cars on line, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

The overall performance of the rail network remains at a very high level. Operations are fluid, and CSX is able to absorb additional traffic.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lanny Hayes".

L. L. Hayes
Director
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 02/22/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	485	498	486	413	298
	Cars On Hand - Empty	426	450	371	480	504
	Cars On Hand - Total	911	948	857	893	802
	Cars Handled	285	519	542	582	456
	Dwell Hours	24.6	45.5	32.8	24.1	25.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	296	363	353	365	331
	Cars On Hand - Empty	208	281	374	366	403
	Cars On Hand - Total	504	644	727	731	734
	Cars Handled	150	255	525	359	413
	Dwell Hours	55.5	46.0	24.6	23.2	20.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	259	230	236	256	312
	Cars On Hand - Empty	119	191	157	165	165
	Cars On Hand - Total	378	421	393	421	477
	Cars Handled	233	299	225	202	231
	Dwell Hours	21.3	22.8	30.1	17.7	25.1

CSX Comments: Daily average on hand cars decreased at Pavonia and North Yard, and increased at Oak Island.
All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 28.4 hours, up from 26.2 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02
North Jersey SAA	Number of Originations	7	7	7	8	8
	% Ontime	100%	57%	43%	63%	75%
	% Late 0-2 Hours	0%	43%	43%	25%	0%
	% Late 2-4 Hours	0%	0%	14%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	25%
	% Late GT 6 Hours	0%	0%	0%	13%	0%
South Jersey SAA	Number of Originations	1	2	3	3	3
	% Ontime	100%	100%	100%	100%	100%
	% Late 0-2 Hours	0%	0%	0%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	7	8	8
	% Ontime	86%	88%	71%	75%	50%
	% Late 0-2 Hours	14%	13%	29%	25%	38%
	% Late 2-4 Hours	0%	0%	0%	0%	13%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 17 trains. Crew delays were 4 trains for 11 hours; two trains were delayed 6 hours for power; originating trains 11 for 52 hours, due to late arrivals.

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	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02	Average
Cars Offered	NS	13	20	32	3	111	36
	All Other	166	441	310	305	305	305
	Total	179	461	342	308	416	341

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	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	100%	50%	80%
MARC	Trains	3	20	20	20	20	83
	% On Time	100%	100%	100%	95%	100%	99%

AMTK measured according to contract with CSX1.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	02/16/02	02/17/02	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02	Total
Baltimore	Train Crew Starts	15	13	16	14	15	17	14	104
	Crews Delayed +2 Hours	5	4	5	1	5	5	5	30
	% Delayed +2 Hours	33%	31%	31%	7%	33%	29%	36%	29%
Buffalo	Train Crew Starts	41	43	32	43	47	46	43	295
	Crews Delayed +2 Hours	5	8	0	5	4	4	2	28
	% Delayed +2 Hours	12%	19%	0%	12%	9%	9%	5%	9%
Chicago	Train Crew Starts	29	27	26	25	26	26	26	185
	Crews Delayed +2 Hours	8	7	7	3	5	5	4	39
	% Delayed +2 Hours	28%	26%	27%	12%	19%	19%	15%	21%
Cincinnati	Train Crew Starts	33	34	32	32	33	37	33	234
	Crews Delayed +2 Hours	2	4	2	0	1	0	4	13
	% Delayed +2 Hours	6%	12%	6%	0%	3%	0%	12%	6%
Cleveland	Train Crew Starts	20	22	22	20	22	21	23	150
	Crews Delayed +2 Hours	5	5	5	3	7	4	7	36
	% Delayed +2 Hours	25%	23%	23%	15%	32%	19%	30%	24%
Cumberland	Train Crew Starts	29	29	27	27	28	32	30	202
	Crews Delayed +2 Hours	2	2	2	0	0	9	4	19
	% Delayed +2 Hours	7%	7%	7%	0%	0%	28%	13%	9%
Detroit	Train Crew Starts	6	3	4	6	5	7	6	37
	Crews Delayed +2 Hours	1	0	1	2	2	2	2	10
	% Delayed +2 Hours	17%	0%	25%	33%	40%	29%	33%	27%
Philadelphia	Train Crew Starts	12	10	10	11	10	10	9	72
	Crews Delayed +2 Hours	2	2	2	0	0	0	1	7
	% Delayed +2 Hours	17%	20%	20%	0%	0%	0%	11%	10%
Selkirk	Train Crew Starts	46	36	35	38	42	47	51	295
	Crews Delayed +2 Hours	15	13	9	5	10	4	9	65
	% Delayed +2 Hours	33%	36%	26%	13%	24%	9%	18%	22%
Toledo	Train Crew Starts	29	27	25	24	26	30	28	189
	Crews Delayed +2 Hours	2	3	4	1	3	3	7	23
	% Delayed +2 Hours	7%	11%	16%	4%	12%	10%	25%	12%
Willard	Train Crew Starts	44	45	34	39	40	43	41	286
	Crews Delayed +2 Hours	6	4	1	6	6	1	11	35
	% Delayed +2 Hours	14%	9%	3%	15%	15%	2%	27%	12%

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	02/16/02	02/17/02	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02	Total
Train Delay	Originating Train Starts	101	101	90	96	100	117	112	717
	Delayed Hours - Power	0	0	0	0	8	11	7	26
	Delayed Hours - Crews	6	17	4	3	3	9	4	46

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	02/16/02	02/17/02	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02	Average
Crew Availability		83%	83%	85%	85%	83%	83%	82%	83%

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	02/16/02	02/17/02	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02	Total
Crews/Recrews	Train Crew Starts	239	214	217	237	242	250	262	1661
	Recrews	6	6	4	5	3	1	9	34
	% Recrewed	3%	3%	2%	2%	1%	0%	3%	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	02/16/02	02/17/02	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02	Average
Locomotives	Gross Fleet Size	3837	3827	3831	3821	3853	3855	3868	3842
	Avg. Number Available	3376	3349	3375	3386	3388	3372	3400	3378
	OOS Ratio	4.8	4.8	4.8	4.8	4.7	4.8	4.7	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	02/16/02	02/17/02	02/18/02	02/19/02	02/20/02	02/21/02	02/22/02	Average
Train Delay	Philadelphia/South Jersey	2	1	2	0	0	1	0	1
	North Jersey	3	1	2	1	1	0	3	2
	Detroit	0	0	0	0	0	0	0	0

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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9242

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

(757) 629-2657

(757) 533-4872

E-mail gaaspato@nscorp.com

February 28, 2002

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 February 22, 2002, 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.

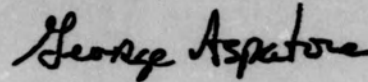
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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.
February 28, 2002
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

**NORFOLK
SOUTHERN**

Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2806
FAX: 757 629-2344

February 28, 2002

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

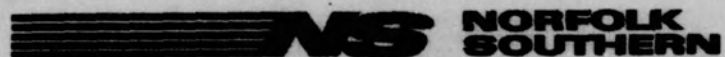
Dear Mr. Clemens:

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 decreased. On the monitored corridors and Chicago gateway operations, 50 trains were held for terminal delays, 35 trains were held for crews, and 44 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and North Yard and increased at Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power increased from last week. Four trains were delayed 11 hours for lack of crews and 2 trains were delayed 6 hours awaiting power. Eleven originating trains were delayed a total of 52 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 37% of the delay hours reported in the SAAs.

Sincerely,

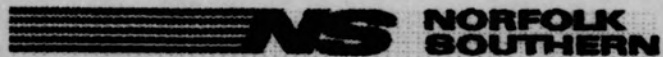
A handwritten signature in dark ink, appearing to read "Tony L. Ingram", followed by a horizontal line.



For the week ending 2/22/02

Shared Asset Area - Yard Performance

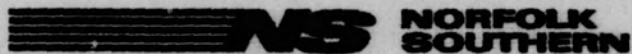
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	2/18/2002	850	119	259	378	233	21.3
	2/19/2002	850	191	230	421	299	22.8
	2/20/2002	850	157	236	393	225	30.1
	2/21/2002	850	165	256	421	202	17.7
	2/22/2002	850	165	312	477	231	25.1
North Yard MI Average		850	159	259	418	238	23.5
Oak Island NJ	2/18/2002	1200	426	485	911	285	24.6
	2/19/2002	1200	450	498	948	519	45.5
	2/20/2002	1200	371	486	857	542	32.8
	2/21/2002	1200	480	413	893	582	24.1
	2/22/2002	1200	504	298	802	456	25.9
Oak Island NJ Average		1200	446	436	882	477	31.1
Pavonia NJ	2/18/2002	900	208	296	504	150	55.3
	2/19/2002	900	281	363	644	255	46.0
	2/20/2002	900	374	353	727	525	24.6
	2/21/2002	900	366	365	731	359	23.2
	2/22/2002	900	403	331	734	413	20.3
Pavonia Average		900	326	342	668	340	29.2



For the week ending 2/22/02

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-Feb	7	86%	14%	0%	0%	0%
	19-Feb	8	88%	13%	0%	0%	0%
	20-Feb	7	71%	29%	0%	0%	0%
	21-Feb	8	75%	25%	0%	0%	0%
	22-Feb	8	50%	38%	13%	0%	0%
Detroit Total		38	74%	24%	3%	0%	0%
North Jersey Total	18-Feb	7	100%	0%	0%	0%	0%
	19-Feb	7	57%	43%	0%	0%	0%
	20-Feb	7	43%	43%	14%	0%	0%
	21-Feb	8	63%	25%	0%	0%	13%
	22-Feb	8	75%	0%	0%	25%	0%
North Jersey Total		37	68%	22%	3%	5%	3%
South Jersey Total	18-Feb	1	100%	0%	0%	0%	0%
	19-Feb	2	100%	0%	0%	0%	0%
	20-Feb	3	100%	0%	0%	0%	0%
	21-Feb	3	100%	0%	0%	0%	0%
	22-Feb	3	100%	0%	0%	0%	0%
South Jersey Total		12	100%	0%	0%	0%	0%
Grand Total		87	75%	20%	2%	2%	1%

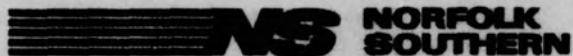


For the week ending 2/22/02

Shared Asset Area Trains Held

area	Sat 16-Feb	Sun 17-Feb	Mon 18-Feb	Tue 19-Feb	Wed 20-Feb	Thu 21-Feb	Fri 22-Feb	Grand Total
North Jersey	3	1	2	1	1	0	3	11
South Jersey	2	1	2	0	0	1	0	6
Detroit	0	0	0	0	0	0	0	0

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	131	0	0	0	0	131
other	0	255	99	0	106	460
Total	131	255	99	0	106	591

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

NS Northern Region Train Starts and Delays

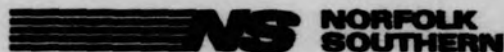
	Saturday 16-Feb	Sunday 17-Feb	Monday 18-Feb	Tuesday 19-Feb	Wednesday 20-Feb	Thursday 21-Feb	Friday 22-Feb	Grand Total
# of Train Starts	157	135	147	156	166	172	166	1099
Delay Cause								
Crew Delays (hrs)	4.2	2.7	0.0	5.3	12.9	5.0	3.6	33.6
Pl or Delays (hrs)	12.0	11.3	7.8	29.8	34.0	50.8	82.0	227.6

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 16-Feb	Sunday 17-Feb	Monday 18-Feb	Tuesday 19-Feb	Wednesday 20-Feb	Thursday 21-Feb	Friday 22-Feb	average
Fleet Size	3168	3140	3104	3150	3148	3183	3219	3159
available	2975	2928	2886	2919	2953	3008	3043	2959
out of service %	6.1%	6.8%	7.0%	7.3%	6.2%	5.5%	5.5%	6.3%

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



NS Crew Starts and Delays

		Saturday 16-Feb	Sunday 17-Feb	Monday 18-Feb	Tuesday 19-Feb	Wednesday 20-Feb	Thursday 21-Feb	Friday 22-Feb	total
Allentown	crew starts	10	15	12	16	18	17	20	108
	crews delayed	5	0	4	5	1	6	4	25
Bellevue	crew starts	40	35	38	39	39	45	42	278
	crews delayed	8	4	8	9	10	11	6	56
Buffalo	crew starts	24	25	26	27	24	29	30	185
	crews delayed	4	5	4	7	3	6	3	32
Chicago	crew starts	37	34	32	31	33	32	37	236
	crews delayed	12	11	11	16	16	12	10	88
Cincinnati	crew starts	31	42	21	33	29	34	34	224
	crews delayed	9	6	4	5	5	3	6	38
Cleveland	crew starts	9	8	8	12	8	8	11	64
	crews delayed	5	3	1	4	3	6	6	28
Conway	crew starts	46	45	41	50	46	54	53	335
	crews delayed	6	7	14	8	10	12	13	70
Detroit	crew starts	16	12	16	17	19	22	18	120
	crews delayed	2	4	3	3	6	4	3	25
Elkhart	crew starts	42	41	35	37	41	35	54	285
	crews delayed	16	13	20	17	14	16	18	114
Harrisburg	crew starts	56	52	46	53	54	66	63	390
	crews delayed	19	17	8	8	13	22	20	107
Toledo	crew starts	57	60	55	60	59	67	61	419
	crews delayed	9	13	8	11	19	11	10	81

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

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 16-Feb	Sunday 17-Feb	Monday 18-Feb	Tuesday 19-Feb	Wednesday 20-Feb	Thursday 21-Feb	Friday 22-Feb	total
crew starts	329	312	273	314	229	339	334	2130
recrews	6	9	13	6	12	10	11	66

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

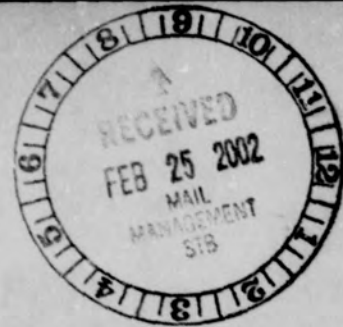
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204828

SURFACE TRANSPORTATION BOARD

Memorandum



204828

DATE: February 21, 2002

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

FROM : 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 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

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

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Office of the Secretary
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Public Record

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Office of the Secretary
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Public Record



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

February 20, 2002

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, February 15th. Cars on-line improved from slightly from 242,773 to 232,700 cars, and terminal dwell improved from 24.9 to 24.1 hours. Train velocity decreased from 23.1 to 22.8 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

The on-time-to-two-hours-late measure moved unfavorably five percentage points to 79%. The percent of trains greater than 6 hours late moved favorably seven percentage points to 5%.

Yards and Terminals

Eight of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

One of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 100%. This was the fifth consecutive week at 100% for the I - 95 corridor. Overall, the on-time-to-two-hours-late category was 85%, down four percentage points from the prior week. The greater-than-six-hours-late category was 7%, up two percentage points from the prior week.

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BOARD
2002 FEB 20 P 3:33
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars increased at Pavonia, Oak Island, and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.2, down from 26.4 hours for the prior week.

Additional Measurements

Train Delay Metric: For 686 train starts, weekly train delay for power totaled 2 hours and crew delay totaled 17 hours. Power delay and crew delay hours both decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 15.7% for the week, an improvement from last week's 16.9%.

Daily Crew Availability Percentage: Crew Availability Percentage was 85%, improving one percentage point over the prior week.

Daily Number of Recrews Required: Of 1665 crew starts, 27 (2%) were recrews, the same percentage as the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3825, Average Available = 3339, and Out-of-Service Ratio = 4.9%, the same as the previous week.

Cars Offered in Interchange: averaged 327 cars daily, 32 of which were for the Norfolk Southern. The NS-offered and the total-offered both increased from the prior week.

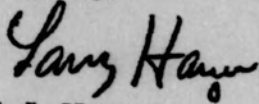
On-time performance, passenger trains through Brunswick, MD: 100% for 10 AMTRAK trains (Pittsburgh - Washington) and 97% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 42 weeks.

Last week CSXT met the goal for 16 of the 18 key first quarter service measurements. Goals were met for reportable injuries and derailments, cars on line, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, crew delay hours, right connection, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

The overall performance of the rail network remains at a very high level. Operations are fluid, and CSX is able to absorb additional traffic.

Sincerely,

A handwritten signature in cursive script, appearing to read "L. L. Hayes".

L. L. Hayes
Director
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 02/15/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/11/02	02/12/02	02/13/02	02/14/02	02/15/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	318	349	398	341	292
	Cars On Hand - Empty	307	270	325	427	328
	Cars On Hand - Total	625	619	723	768	620
	Cars Handled	353	432	458	507	468
	Dwell Hours	32.4	21.4	23.6	24.8	26.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	345	353	258	283	350
	Cars On Hand - Empty	306	296	353	582	424
	Cars On Hand - Total	651	649	611	865	774
	Cars Handled	364	372	382	413	522
	Dwell Hours	47.5	28.0	25.8	21.1	24.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	191	208	266	222	198
	Cars On Hand - Empty	272	191	225	229	192
	Cars On Hand - Total	463	399	491	451	390
	Cars Handled	314	216	346	268	251
	Dwell Hours	16.4	34.1	27.0	23.3	19.8

CSX Comments: Daily average on hand cars increased at Pavonia, Oak Island, and North Yard.
All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 26.2 hours, down from 26.4 hours last week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/11/02	02/12/02	02/13/02	02/14/02	02/15/02
North Jersey SAA	Number of Originations	4	8	8	7	7
	% Ontime	100%	88%	50%	71%	43%
	% Late 0-2 Hours	0%	13%	38%	0%	43%
	% Late 2-4 Hours	0%	0%	13%	0%	13%
	% Late 4-6 Hours	0%	0%	0%	14%	0%
	% Late GT 6 Hours	0%	0%	0%	14%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	67%	100%	100%	100%
	% Late 0-2 Hours	0%	33%	0%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	86%	50%	63%	75%	75%
	% Late 0-2 Hours	14%	38%	38%	25%	25%
	% Late 2-4 Hours	0%	13%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 15 trains. Crew delays were 1 train for 5 hours; no trains were delayed for power; originating trains 14 for 79 hours, due to late arrivals.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Daily Average
Cars Offered	NS	23	1	64	30	44	32
	All Other	336	382	292	236	226	294
	Total	359	383	356	266	270	327

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

Service	Measure	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	100%	100%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	95%	95%	95%	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	02/09/02	02/10/02	02/11/02	02/12/02	02/13/02	02/14/02	02/15/02	Total
Baltimore	Train Crew Starts	18	15	12	16	13	19	16	109
	Crews Delayed +2 Hours	4	5	0	3	2	5	2	21
	% Delayed +2 Hours	22%	33%	0%	19%	15%	26%	13%	19%
Buffalo	Train Crew Starts	46	36	33	43	43	45	50	296
	Crews Delayed +2 Hours	5	4	5	1	4	5	7	31
	% Delayed +2 Hours	11%	11%	15%	2%	9%	11%	14%	10%
Chicago	Train Crew Starts	27	26	23	26	25	28	24	179
	Crews Delayed +2 Hours	9	9	5	6	4	5	4	42
	% Delayed +2 Hours	33%	35%	22%	23%	16%	18%	17%	23%
Cincinnati	Train Crew Starts	36	36	34	27	35	35	35	238
	Crews Delayed +2 Hours	1	3	2	1	0	0	5	12
	% Delayed +2 Hours	3%	8%	6%	4%	0%	0%	14%	5%
Cleveland	Train Crew Starts	17	25	23	18	18	24	25	150
	Crews Delayed +2 Hours	4	5	3	3	5	4	7	31
	% Delayed +2 Hours	24%	20%	13%	17%	28%	17%	28%	21%
Cumberland	Train Crew Starts	32	30	26	33	32	30	31	214
	Crews Delayed +2 Hours	0	0	1	0	1	1	1	4
	% Delayed +2 Hours	0%	0%	4%	0%	3%	3%	3%	2%
Detroit	Train Crew Starts	6	3	5	6	5	5	4	34
	Crews Delayed +2 Hours	1	0	2	2	0	2	1	8
	% Delayed +2 Hours	17%	0%	40%	33%	0%	40%	25%	24%
Philadelphia	Train Crew Starts	9	8	9	10	10	11	9	66
	Crews Delayed +2 Hours	3	1	0	0	0	0	0	4
	% Delayed +2 Hours	33%	13%	0%	0%	0%	0%	0%	6%
Selkirk	Train Crew Starts	45	39	28	37	43	45	56	293
	Crews Delayed +2 Hours	13	6	6	3	10	12	13	63
	% Delayed +2 Hours	29%	15%	21%	8%	23%	27%	23%	22%
Toledo	Train Crew Starts	28	27	27	27	27	35	29	200
	Crews Delayed +2 Hours	6	9	3	2	1	6	2	29
	% Delayed +2 Hours	21%	33%	11%	7%	4%	17%	7%	15%
Willard	Train Crew Starts	45	50	35	36	25	34	44	269
	Crews Delayed +2 Hours	8	6	9	2	7	16	16	64
	% Delayed +2 Hours	18%	12%	26%	6%	28%	47%	36%	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	02/09/02	02/10/02	02/11/02	02/12/02	02/13/02	02/14/02	02/15/02	Total
Train Delay	Originating Train Starts	87	97	87	93	102	103	117	686
	Delayed Hours - Power	0	0	1	0	0	0	1	2
	Delayed Hours - Crews	0	0	2	5	4	1	5	17

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	02/09/02	02/10/02	02/11/02	02/12/02	02/13/02	02/14/02	02/15/02	Average
Crew Availability		86%	85%	85%	86%	85%	85%	85%	85%

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	02/09/02	02/10/02	02/11/02	02/12/02	02/13/02	02/14/02	02/15/02	Total
Crews/Recrews	Train Crew Starts	229	209	197	245	247	267	271	1665
	Recrews	4	6	3	4	5	4	1	27
	% Recrewed	2%	3%	2%	2%	2%	1%	0%	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

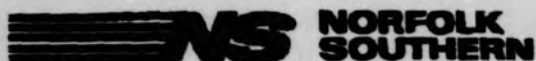
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	02/09/02	02/10/02	02/11/02	02/12/02	02/13/02	02/14/02	02/15/02	Average
Locomotives	Gross Fleet Size	3839	3826	3836	3819	3802	3835	3821	3825
	Avg. Number Available	3346	3342	3327	3345	3328	3346	3342	3339
	OOS Ratio	4.6	4.8	5.3	5.3	5.1	4.8	4.7	4.9

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	02/09/02	02/10/02	02/11/02	02/12/02	02/13/02	02/14/02	02/15/02	Average
Train Delay	Philadelphia/South Jersey	2	1	2	0	1	1	0	1
	North Jersey	2	0	2	1	1	2	0	1
	Detroit	0	0	0	0	0	0	0	0

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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9242

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

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E-mail gaaspato@nscorp.com

February 20, 2002

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 February 15, 2002, 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.
February 20, 2002
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 /jpb

George A. Aspatore
General Solicitor

Enclosures



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2606
FAX: 757 629-2344

February 20, 2002

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:

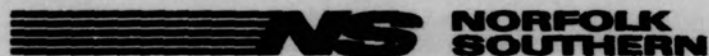
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 57 trains were held for terminal delays, 40 trains were held for crews, and 39 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 at North Yard, Oak Island and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. One train was delayed 5 hours for lack of crews and no trains were delayed awaiting power. Fourteen originating trains were delayed a total of 79 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 41% of the delay hours reported in the SAAs.

Sincerely,

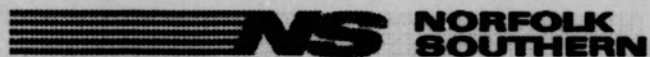
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For the week ending 2/15/02

Shared Asset Area - Yard Performance

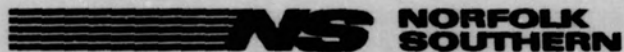
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	2/11/2002	850	272	191	463	314	16.4
	2/12/2002	850	191	208	399	216	34.1
	2/13/2002	850	225	266	491	346	27.0
	2/14/2002	850	229	222	451	268	23.3
	2/15/2002	850	192	198	390	251	19.8
North Yard MI Average		850	222	217	439	279	23.7
Oak Island NJ	2/11/2002	1200	307	318	625	353	32.4
	2/12/2002	1200	270	349	619	432	21.4
	2/13/2002	1200	325	398	723	458	23.6
	2/14/2002	1200	427	341	768	507	24.8
	2/15/2002	1200	328	292	620	468	26.7
Oak Island NJ Average		1200	331	340	671	444	25.5
Pavonia NJ	2/11/2002	900	306	345	651	364	47.5
	2/12/2002	900	296	353	649	372	28.0
	2/13/2002	900	353	258	611	382	25.8
	2/14/2002	900	582	283	865	413	21.1
	2/15/2002	900	424	350	774	522	24.2
Pavonia Average		900	392	318	710	411	28.7



For the week ending 2/15/02

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-Feb	7	86%	14%	0%	0%	0%
	12-Feb	8	50%	38%	13%	0%	0%
	13-Feb	8	63%	38%	0%	0%	0%
	14-Feb	8	75%	25%	0%	0%	0%
	15-Feb	8	75%	25%	0%	0%	0%
Detroit Total		39	69%	28%	3%	0%	0%
North Jersey Total	11-Feb	4	100%	0%	0%	0%	0%
	12-Feb	8	88%	13%	0%	0%	0%
	13-Feb	8	50%	38%	13%	0%	0%
	14-Feb	7	71%	0%	0%	14%	14%
	15-Feb	7	43%	43%	14%	0%	0%
North Jersey Total		34	68%	21%	6%	3%	3%
South Jersey Total	11-Feb	1	100%	0%	0%	0%	0%
	12-Feb	3	67%	33%	0%	0%	0%
	13-Feb	3	100%	0%	0%	0%	0%
	14-Feb	3	100%	0%	0%	0%	0%
	15-Feb	3	100%	0%	0%	0%	0%
South Jersey Total		13	92%	8%	0%	0%	0%
Grand Total		86	72%	22%	3%	1%	1%

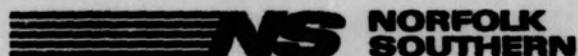


For the week ending 2/15/02

Shared Asset Area Trains Held

area	Sat 09-Feb	Sun 10-Feb	Mon 11-Feb	Tue 12-Feb	Wed 13-Feb	Thu 14-Feb	Fri 15-Feb	Grand Total
North Jersey	2	0	2	1	1	2	0	8
South Jersey	2	1	2	0	1	1	0	7
Detroit	0	0	0	0	0	0	0	0

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	47	0	0	58	105
Total	0	47	0	0	58	105

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

NS Northern Region Train Starts and Delays

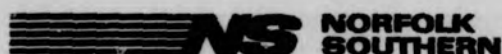
	Saturday 9-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	Grand Total
# of Train Starts	155	130	138	161	159	173	164	1090
Del Cause								
Crew Delays (hrs)	4.2	0.5	9.1	9.8	1.8	12.9	3.7	41.9
Power Delays (hrs)	5.5	8.5	0.0	10.8	11.8	96.5	31.5	164.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 9-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	average
Fleet Size	3056	3072	3108	3112	3101	3102	3095	3092
available	2842	2869	2911	2918	2898	2888	2915	2892
out of service %	7.0%	6.6%	6.3%	6.2%	6.5%	6.9%	5.8%	6.5%

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



NS Crew Starts and Delays

		Saturday 9-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	total
Allentown	crew starts	16	14	16	18	16	18	16	114
	crews delayed	3	4	3	5	3	5	4	27
Bellevue	crew starts	46	35	32	35	46	41	35	270
	crews delayed	8	5	8	5	8	12	8	54
Buffalo	crew starts	23	24	23	25	23	27	26	171
	crews delayed	3	4	6	3	3	6	5	30
Chicago	crew starts	30	35	28	31	30	33	31	218
	crews delayed	8	14	11	5	8	13	15	74
Cincinnati	crew starts	36	34	26	32	36	34	28	226
	crews delayed	5	7	8	5	5	8	4	42
Cleveland	crew starts	8	10	8	6	8	9	7	56
	crews delayed	5	3	3	2	5	2	2	22
Conway	crew starts	49	40	41	51	49	47	47	324
	crews delayed	6	7	7	10	6	4	13	53
Detroit	crew starts	15	12	17	18	15	19	18	114
	crews delayed	2	1	3	3	2	5	3	19
Elkhart	crew starts	39	41	36	40	39	40	36	271
	crews delayed	15	18	18	19	15	18	18	121
Harrisburg	crew starts	56	56	40	57	56	62	56	383
	crews delayed	24	11	11	12	24	18	15	115
Toledo	crew starts	57	60	52	52	57	61	57	396
	crews delayed	13	16	12	9	13	14	10	87

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-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	average
availability%	77%	75%	75%	77%	76%	77%	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 9-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	total
crew starts	326	309	278	314	328	336	324	2215
recrews	9	6	6	8	6	14	11	60

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

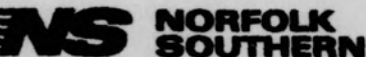
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Norfolk Southern Corporation
1500 K Street, N.W., Suite 375
Washington, D.C. 20005
202/383-4166
Direct: 202/383-4425
Fax: 202/383-4018
email: bmaestri@nscorp.com

Bruno Maestri
Vice President
Public Affairs

February 20, 2002

By Hand Delivery – Original and 25 Copies

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

ENTERED
Office of the Secretary

FEB 21 2002

Part of
Public Record



Re: STB Finance Docket No. 33388 (Service Date – July 23, 1998):
CSX and NS – Control and Acquisition of Conrail; Certification of
Norfolk Southern Compliance with Environmental Condition 8(A)

Dear Secretary Williams:

Enclosed please find twenty-five (25) hard copies and one electronic copy of Quarterly Report Number 14 for the subject environmental condition certifying compliance in accordance with STB Decision No. 89.

Yours very truly,

Bruno Maestri

Enclosure

cc: Victoria J. Rutson (5 copies)

204810



**SURFACE TRANSPORTATION BOARD
STB FINANCE DOCKET NO. 33388**

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

**Decision 89, as Amended by Decision 96
Appendix Q, Environmental Conditions
III. Local or Site-Specific Environmental Conditions
Condition 8(A): Highway/Rail At-Grade Crossings**

**Quarterly Report Number 14 for
Norfolk Southern Corporation and
Norfolk Southern Railway Company**

**ENTERED
Office of the Secretary**

FEB 21 2002

**Part of
Public Record**

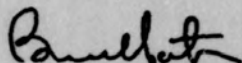
February 20, 2002

. . .

CERTIFICATION OF COMPLIANCE

In accordance with Environmental Condition 8(A) set forth in Appendix Q to Decision No. 89 of the Surface Transportation Board in Docket No. 33388, Norfolk Southern Corporation and Norfolk Southern Railway Company ("Norfolk Southern") hereby certify that Norfolk Southern remains in compliance with the requirements of Condition 8(A). Norfolk Southern has continued to address the remaining projects to be completed in accordance with Environmental Condition 8(A) and the Board's orders modifying that condition.

Certified by:



Bruno Maestri
Vice President
Public Affairs

Date: February 20, 2002

STB

FD-33388

2-19-02

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SIDLEY AUSTIN BROWN & WOOD LLP

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ENTERED
Office of the Secretary
WRITER'S DIRECT NUMBER
(202) 736-8071
FEB 19 2002

Part of
Public Record

February 19, 2002

WRITER'S E-MAIL ADDRESS
csadler@sidley.com

**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:

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.

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 addition, the Board has expressed its general "preference for privately negotiated solutions", Decision No. 89 (slip op. at 153). In Decision No. 167 (served August 22, 2000), the Board granted NS a one-year extension of the original compliance date for Environmental Condition 11 to August 22, 2001. In Decision No. 196 (served August 21, 2001), the Board granted NS a further extension to February 22, 2002 with respect to the two NS rail

Secretary Vernon A. Williams
February 19, 2002
Page 2

line segments in Ohio subject to Environmental Condition 11 and until May 22, 2002 with respect to the one NS rail line in Virginia and the one NS rail line segment in West Virginia subject to Environmental Condition 11. Norfolk Southern completed all of its obligations under Environmental Condition 11 in Indiana through Negotiated Agreements with two responsible local governments and has so previously advised the Board.

In order to complete its remaining obligations under Environmental Condition 11 in Ohio, Virginia and West Virginia, Norfolk Southern requests a one-year extension of the current compliance dates. NS has worked diligently to implement the requirements of Environmental Condition 11 and has obtained either Negotiated Agreements with the responsible local governments in the relevant communities or has settled its obligations under Environmental Condition 11 with the majority of the individual property owners determined by the Board to be eligible for noise mitigation. To date, those efforts have yielded Negotiated Agreements with eight responsible local governments in Virginia and two responsible local governments in West Virginia, in addition to the two Negotiated Agreements with responsible local governments in Indiana. The Board has issued orders accepting those Negotiated Agreements with NS in satisfaction of Environmental Condition 11 in the case of ten of those agreements, and the remaining two Negotiated Agreements, submitted to the Board on January 4, 2002, are awaiting Board approval at this date. Moreover, NS has entered into settlement agreements with the owners of a large majority of the eligible receptors in Ohio and Virginia, and its settlement efforts in Virginia continue.

With respect to Ohio, the STB determined in Environmental Condition 11 that noise-sensitive receptors were located along rail line segments N-079 and N-085 in Ohio. A field survey was undertaken by the Board's Section of Environmental Analysis ("SEA") and its third-party environmental consultants to verify the locations of the structures along N-079 and N-085 eligible for noise mitigation. SEA informed NS of the final results of that survey in June 2001. Following discussions with NS, the responsible local governments of the five relevant communities in Ohio informed NS that, in lieu of entering into community Negotiated Agreements, they wished NS to contact the owners of the structures eligible for noise mitigation in their communities. As a result of its implementation of those instructions, NS has settled its obligations under Environmental Condition 11 with the owners of 93 of the eligible structures in Ohio. The owners of only five eligible structures in Ohio have opted not to accept the settlement offers made by NS. For those five remaining structures in Ohio, NS will offer to install sound insulation in satisfaction of its Environmental Condition 11 obligations, as described in greater detail below.

SEA and its third-part consultants similarly conducted a field survey in Virginia in August 2001 to verify the locations of the structures eligible for noise mitigation along rail line segment N-100 in those communities that have opted not to enter into Negotiated Agreements with NS. The results of the Virginia field survey were provided to NS by SEA in October 2001. NS was informed by seven responsible local governments in Virginia that, in lieu of executing Negotiated Agreements with NS, they wished NS to contact the owners of the

Secretary Vernon A. Williams

February 19, 2002

Page 3

structures the SEA field survey verified to be eligible for noise mitigation. As a result of its discussions with the individual property owners in those communities, NS has to date settled its obligations under Environmental Condition 11 with the owners of 26 of the eligible structures along N-100. NS is at this time engaged in settlement discussions with the owners of the 11 remaining eligible structures along N-100 and hopes to be able to complete that work in a few weeks. If at the conclusion of those settlement discussions any owners of the eligible structures along N-100 opt not to accept the NS settlement offers, NS will offer to install sound insulation in those structures.

In West Virginia, NS has to date entered into Negotiated Agreements with the responsible local governments of two communities along N-111. The local government of a third community has not yet indicated its final preference for either a community Negotiated Agreement with NS or a request that NS contact the individual owners of any eligible structures. NS has advised that remaining local government that SEA and its third-party consultant will in the next several weeks conduct a field survey to verify the location of any eligible structures along N-111 in West Virginia. Once the results of the SEA field survey are available, the responsible local government will advise NS as to whether it wishes to enter into a Negotiated Agreement with NS or prefers that NS contact the owners of the eligible structures in the community. Should the local government select the latter option, NS will promptly initiate contacts with the individual property owners to make settlement offers. At the conclusion of that process, should any property owners opt not to accept NS' settlement offers, NS will offer to install sound insulation in those structures determined by the SEA survey to be eligible for noise mitigation.

The multi-step process required to implement Environmental Condition 11 necessarily requires sufficient time to allow the communities to consider their noise mitigation options, to initiate and conclude settlement discussions with individuals property owners in those communities that elect not to enter into Negotiated Agreements, and, finally, to implement the sound insulation installation program in those eligible structures whose owners have opted not to accept Applicants' settlement offers. Given the fact that the status of implementation of Environmental Condition 11 differs in Ohio, Virginia and West Virginia, NS believes that a one-year extension of the current completion dates established by the Board is necessary in order to complete its obligations. NS has completed its settlement discussions with the responsible local governments in Ohio as well as its settlement discussions with the individual owners of eligible structures. Upon approval by SEA of a sound insulation program protocol to be implemented by Applicants in all relevant jurisdictions, NS will be ready to contact the owners of the remaining five eligible structures to discuss the program. The extension requested by NS will allow NS to complete the sound insulation program in Ohio in approximately one year. In the case of Virginia, SEA's October 2001 report on the field verification survey has determined the locations of the eligible structures and NS is working to complete its contacts with the individual property owners to make settlement offers. As of the week ending February 16, 2002, NS has settled with over 70% of the owners of the eligible structures along N-100 in Virginia, and NS expects to complete its discussions with the owners of the remaining eligible structures within

Secretary Vernon A. Williams

February 19, 2002

Page 4

the next several weeks. In West Virginia, where one responsible local government has not yet decided whether to enter into a Negotiated Agreement, NS must await the results of a field verification survey to be scheduled by SEA and its third-party consultant before concluding settlement discussions with the local government. If the local government decides not to enter into a Negotiated Agreement, NS will then contact the owners of the eligible structures to make individual settlement offers. Because the sound insulation program protocol to be approved by SEA will be implemented by Applicants for all eligible structures and is currently under consideration by SEA, NS expects to be able to proceed without delay in initiating the sound insulation program for any eligible structures remaining in Virginia and West Virginia at the conclusion of settlement discussions with the individual property owners. Nevertheless, for the reasons explained below, several months will be required to implement the sound insulation program under the most favorable scenario, and a number of factors could result in the need for more time for completion.

NS, CSX and Conrail have worked together with noise mitigation consultants to develop a protocol for a sound insulation program for the remaining eligible receptors. Acoustical engineering issues as well as procedural and legal matters must be taken into consideration in order to put into place an appropriate program for installing sound insulation in eligible structures. Once a protocol has been approved, NS expects to move expeditiously to implement the installation program.

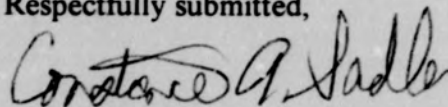
Among the aspects of the program will be an opportunity for the property owners to elect to have NS install a sound insulation treatment for their structure, designed by NS' noise mitigation consultants to address site-specific issues presented by the structure, or to accept a monetary settlement. NS anticipates that each property owner will be given at least a month in which to make this initial selection. For those eligible structures whose owners elect the sound insulation installation option, pre-mitigation noise measurements will be made by NS' noise mitigation consultants. NS anticipates that sound insulation treatments will include replacement of some windows and/or doors with windows and doors designed to minimize external noise experienced inside the structure. The consultants will then design an appropriate sound insulation treatment for the structure for the owner's consideration. The owner will be provided an opportunity to request reasonable modifications for NS to consider. He or she will be informed of any building code, structural integrity or similar measures that must be completed prior to installation of the sound insulation treatments. Pre-installation modifications or corrections to the structure will be the responsibility of the property owner and must be completed by the property owner before sound insulation treatments can be installed. In some instances, it is possible that additional structural integrity, electrical system or other requirements will be discovered during the course of the sound insulation installation. Should that occur, the property owner will be notified and will be responsible for ensuring that such work is completed before the installation of sound insulation treatments may continue. Upon completion of the sound insulation installation work, post-mitigation noise measurements will be taken by NS' noise mitigation consultants.

Secretary Vernon A. Williams
February 19, 2002
Page 5

There are thus many timing factors tied to the implementation and completion of a sound insulation program which will be applied to those eligible structures remaining at the conclusion of the community and individual property owner settlement processes. NS believes that a one-year extension of the current deadlines for satisfaction of Environmental Condition 11 until February 22, 2003 for rail line segments N-079 and N-085 in Ohio and until May 22, 2003 for rail line segments N-100 in Virginia and N-111 in West Virginia is reasonable and necessary and would serve the public interest by providing adequate time for consideration of the noise mitigation offered by NS and for the installation of the sound insulation treatments.

For these reasons, we respectfully request that the time for completion of compliance with Environmental Condition 11 be extended until February 22, 2003 with respect to N-079 and N-085 and until May 22, 2003 with respect to N-100 and N-111.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Constance A. Sadler".

Constance A. Sadler

cc: Victoria J. Rutson, Chief, SEA
Phillis Johnson-Ball, SEA

STB

FD-33388

2-19-02

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204791

ARNOLD & PORTER

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Mary_Gay_Sprague@aporter.com

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February 19, 2002

BY HAND DELIVERY – Original and 25 Copies

The Honorable Vernon A. Williams
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Mercury Building, Room 700
1925 K Street, N.W.
Washington, D.C. 20423

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Office of the Secretary

FEB 19 2002

Part of
Public Record



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 –

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

Dear Secretary Williams:

CSX Corporation and CSX Transportation, Inc. hereby request a one-year extension, until February 22, 2003, to complete their compliance with Environmental Condition 11. At the request of Conrail, we are also requesting a one-year extension for Conrail to complete its compliance with Environmental Condition 11.

Pursuant to Environmental Condition 11 of Appendix Q of Decision No. 89 in the above proceeding, Applicants are required, with the written concurrence of the responsible local governments, to mitigate train wayside noise at the locations identified in the 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. 166 (served August 22, 2000), the Board granted CSX and Conrail a one-year extension of the original compliance date and established an amended compliance date of August 22, 2001. In Decision No. 195 (served August 21, 2002), the Board granted CSX and Conrail a further six-month extension to February 22, 2002.

CSX has worked diligently to implement Environmental Condition 11. CSX has submitted to the Board 31 Negotiated Agreements under Environmental Condition 11, all of which have been approved by the Board. Significantly, the Negotiated Agreements cover all of the eligible receptors identified in Environmental Condition 11 that are located in Indiana

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ARNOLD & PORTER

Hon. Vernon A. Williams

February 19, 2002

Page 2

and Ohio. CSX also entered into Negotiated Agreements with nine responsible local governments in Pennsylvania. Only Elizabeth Township and Rostraver Township informed CSX that they wished CSX to contact individual property owners. There are 28 structures eligible for noise mitigation in these townships. CSX has contacted the individual property owners as requested, and, to date, has entered into agreements covering 24 of the 28 eligible structures. Thus CSX has satisfied Environmental Condition 11 with respect to over 99% of the structures eligible for noise mitigation under that Condition. CSXT has not yet satisfied Environmental Condition 11 with respect to only four structures on the CSXT system.

Conrail has also worked diligently to comply with Environmental Condition 11 with respect to the eligible receptors located in the Detroit Shared Assets Area. Conrail entered into Negotiated Agreements with two responsible local governments, both of which were approved by the Board. However, Allen Park, Ash Township, and Lincoln Park, MI informed Conrail that they wished Conrail to contact individual property owners. There are 10 structures eligible for noise mitigation in these communities. Conrail has contacted the individual property owners as requested, and, to date, has entered into agreements covering five of the eligible structures and is in the process of finalizing one additional settlement. Thus, Conrail has not yet satisfied Environmental Condition 11 with respect to only four structures in the Detroit Shared Assets Area.

During the past six-month extension period, CSX and Conrail entered into a number of settlement agreements with individual property owners. When it appeared that CSX and Conrail might not be able to enter into settlements with the owners of all eligible receptors, CSX and Conrail worked with Norfolk Southern and noise mitigation consultants to develop a protocol for a structural sound insulation program for the remaining eligible receptors.

CSX and Conrail intend to move forward expeditiously with the sound insulation program once a protocol has been approved. However, in light of the fact that a sound insulation program involves many steps and entails many variables, as explained below, CSX and Conrail believe that it is prudent to request a one-year extension to complete their compliance with Environmental Condition 11.

The proposed program contemplates that each property owner will be offered the choice of a monetary settlement agreement or a structural insulation agreement. CSX and Conrail anticipate that the property owners will be afforded at least a month to make their selection. If a property owner selects the sound insulation agreement, the relevant railroad's noise mitigation consultant will assess the property, including taking pre-mitigation noise measurements. The consultant will develop an individualized proposed design plan for the structure based on that assessment. The property owner will be afforded an opportunity to review the design plan and either approve it or request reasonable modifications for CSX or Conrail to consider. The property owner will also be informed of any building code,

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February 19, 2002

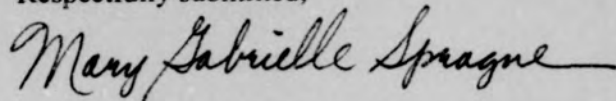
Page 3

structural integrity or similar issues identified during the property assessment or during the installation of the sound insulation treatments, and will be responsible for addressing any such issues. It is anticipated that sound insulation treatments will involve replacement of some windows and/or doors with windows and/or doors designed to reduce the transmission of noise as specified by the noise mitigation consultant. Installation will then proceed, followed by the taking of post-mitigation noise measurements.

Where all conditions are favorable, CSX and Conrail will make every effort to accomplish this program in less than a year. However, it can be anticipated that all conditions will not be favorable with respect to every eligible structure, and that the program could take up to a year to complete. CSX and Conrail believe that a one-year extension for satisfaction of Environmental Condition 11 with respect to the remaining small number of eligible structures (a total of eight at present) is reasonable and necessary and would serve the public interest by providing adequate time for implementation of the sound insulation program.

For these reasons, we respectfully request that the time for completion of compliance with Environmental Condition 11 be extended until February 22, 2003.

Respectfully submitted,



Mary Gabrielle Sprague
Counsel for CSX Corporation and
CSX Transportation, Inc.

cc: Victoria J. Rutson, SEA
Phillis Johnson-Ball, SEA
Neil Ferrone, Director Safety and Environmental, Conrail

STB

FD-33388

2-14-02

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204774

SURFACE TRANSPORTATION BOARD

Memorandum

204774

ENTERED
Office of the Secretary

FEB 14 2002

Part of
Public Record



DATE: February 14, 2002

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

FROM *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 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
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

February 13, 2002

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, February 8th. Cars on-line improved from 233,729 to 232,773 cars. Train velocity decreased from 23.4 to 23.1 miles-per-hour, and terminal dwell increased from 24.1 to 24.9 hours.

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

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved favorably one percentage point to 84%. The percent of trains greater than 6 hours late moved unfavorably five percentage points to 12%.

Yards and Terminals

Two of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Three of the six measured corridors showed an improvement last week. The best performance in the on-time to-two-hours-late category occurred on the I - 95 and East St. Louis to Northeast corridors with 100%. This was the fourth consecutive week at 100% for the I - 95 corridor. Overall, the on-time-to-two-hours-late category was 89%, improved two percentage points from the prior week. The greater-than-six-hours-late category was 5%, up three percentage points from the prior week.

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AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars increased at Pavonia, Oak Island, and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.4, up from 27.5 hours for the prior week.

Additional Measurements

Train Delay Metric: For 689 train starts, weekly train delay for power totaled 13 hours and crew delay totaled 26 hours. Power delay hours increased and crew delay hours decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 16.9% for the week, an improvement from last week's 17.6%.

Daily Crew Availability Percentage: Crew Availability Percentage was 84%, improving one percentage point over the prior week.

Daily Number of Recrews Required: Of 1621 crew starts, 26 (2%) were recrews, the same percentage as the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3823, Average Available = 3373, and Out-of-Service Ratio = 4.9%, improving from 5.2% the previous week.

Cars Offered in Interchange: averaged 198 cars daily, 16 of which were for the Norfolk Southern. The NS-offered and the total-offered both decreased from the prior week.

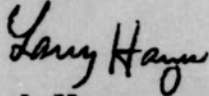
On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh - Washington) and 94% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 41 weeks.

Last week CSXT met the goal for 12 of the 18 key first quarter service measurements. Goals were met for cars on line, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

The overall performance of the rail network remains at a very high level. Operations are fluid, and CSX is able to absorb additional traffic.

Sincerely,

A handwritten signature in cursive script, appearing to read "Larry Hayes".

L. L. Hayes
Director
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 02/08/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	243	223	306	239	350
	Cars On Hand - Empty	147	176	313	369	399
	Cars On Hand - Total	390	399	619	608	749
	Cars Handled	315	312	539	499	443
	Dwell Hours	29.9	24.2	24.6	24.4	22.1
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	399	267	260	264	312
	Cars On Hand - Empty	270	313	316	231	357
	Cars On Hand - Total	669	580	576	495	699
	Cars Handled	377	382	507	320	408
	Dwell Hours	47.7	28.9	21.2	25.8	22.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	168	268	217	182	204
	Cars On Hand - Empty	228	207	180	132	158
	Cars On Hand - Total	396	475	397	314	362
	Cars Handled	140	242	267	182	289
	Dwell Hours	44.2	20.9	30.3	22.3	17.1

CSX Comments: Daily average on hand cars increased at Pavonia, Oak Island, and North Yard.
All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 26.4 hours, down from 27.5 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02
North Jersey SAA	Number of Originations	5	7	7	6	8
	% Ontime	100%	43%	57%	67%	63%
	% Late 0-2 Hours	0%	57%	43%	33%	38%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	67%	100%	100%	100%
	% Late 0-2 Hours	0%	0%	0%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	33%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	57%	75%	50%	63%	75%
	% Late 0-2 Hours	14%	25%	50%	38%	25%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	14%	0%	0%	0%	0%
	% Late GT 6 Hours	14%	0%	0%	0%	0%

CSX Comments: Total road train delays were 15 trains. Crew delays were 5 trains for 19 hours; no trains were delayed for power; originating trains 10 for 53 hours, due to late arrivals.

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	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02	Average
Cars Offered	NS	35	16	2	1	24	16
	All Other	256	246	285	18	108	183
	Total	291	262	287	19	132	198

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	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	100%	90%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	80%	100%	100%	90%	94%

AMTK measured according to contract with CSX1.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	02/02/02	02/03/02	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02	Total
Baltimore	Train Crew Starts	14	16	10	12	17	14	15	98
	Crews Delayed +2 Hours	4	3	3	4	5	4	2	25
	% Delayed +2 Hours	29%	19%	30%	33%	29%	29%	13%	26%
Buffalo	Train Crew Starts	46	36	30	47	44	49	43	295
	Crews Delayed +2 Hours	9	5	7	4	4	5	3	37
	% Delayed +2 Hours	20%	14%	23%	9%	9%	10%	7%	13%
Chicago	Train Crew Starts	22	25	27	23	28	29	26	180
	Crews Delayed +2 Hours	5	6	10	4	3	5	5	38
	% Delayed +2 Hours	23%	24%	37%	17%	11%	17%	19%	21%
Cincinnati	Train Crew Starts	41	36	33	29	30	40	35	244
	Crews Delayed +2 Hours	5	2	0	0	1	4	2	14
	% Delayed +2 Hours	12%	6%	0%	0%	3%	10%	6%	6%
Cleveland	Train Crew Starts	23	24	18	21	24	19	23	152
	Crews Delayed +2 Hours	7	3	5	3	6	5	6	35
	% Delayed +2 Hours	30%	13%	28%	14%	25%	26%	26%	23%
Cumberland	Train Crew Starts	31	32	28	31	29	34	25	210
	Crews Delayed +2 Hours	0	3	0	1	1	1	0	6
	% Delayed +2 Hours	0%	9%	0%	3%	3%	3%	0%	3%
Detroit	Train Crew Starts	5	5	5	6	7	6	5	39
	Crews Delayed +2 Hours	2	1	2	2	2	2	0	11
	% Delayed +2 Hours	40%	20%	40%	33%	29%	33%	0%	28%
Philadelphia	Train Crew Starts	10	13	6	11	9	9	10	68
	Crews Delayed +2 Hours	0	0	0	0	1	2	0	3
	% Delayed +2 Hours	0%	0%	0%	0%	11%	22%	0%	4%
Selkirk	Train Crew Starts	48	41	27	40	48	47	47	298
	Crews Delayed +2 Hours	14	13	9	11	14	10	8	79
	% Delayed +2 Hours	29%	32%	33%	28%	29%	21%	17%	27%
Toledo	Train Crew Starts	30	30	33	27	27	31	28	206
	Crews Delayed +2 Hours	7	4	5	5	1	7	5	34
	% Delayed +2 Hours	23%	13%	15%	19%	4%	23%	18%	17%
Willard	Train Crew Starts	44	41	38	41	46	40	43	293
	Crews Delayed +2 Hours	6	10	6	12	8	1	4	47
	% Delayed +2 Hours	14%	24%	16%	29%	17%	3%	9%	16%

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	02/02/02	02/03/02	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02	Total
Train Delay	Originating Train Starts	94	93	78	96	104	106	118	689
	Delayed Hours - Power	0	0	0	0	0	0	13	13
	Delayed Hours - Crews	12	10	0	0	0	4	0	26

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	02/02/02	02/03/02	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02	Average
Crew Availability		82%	81%	81%	85%	85%	87%	87%	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	02/02/02	02/03/02	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02	Total
Crews/Recrews	Train Crew Starts	248	205	198	229	245	244	252	1621
	Recrews	9	2	2	4	2	3	4	26
	% Recrewed	4%	1%	1%	2%	1%	1%	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

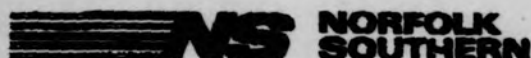
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	02/02/02	02/03/02	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02	Average
Locomotives	Gross Fleet Size	3810	3852	3852	3871	3801	3778	3800	3823
	Avg. Number Available	3387	3381	3382	3375	3365	3368	3351	3373
	OOS Ratio	4.9	4.7	5.3	5.4	5.1	4.4	4.5	4.9

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	02/02/02	02/03/02	02/04/02	02/05/02	02/06/02	02/07/02	02/08/02	Average
Train Delay	Philadelphia/South Jersey	2	3	0	0	1	0	1	1
	North Jersey	0	1	2	0	0	2	2	1
	Detroit	1	0	0	0	0	0	0	0

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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9242

George A. Aspatore
General Solicitor

—
Writer's Direct Dial Number

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

February 13, 2002

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 February 8, 2002, 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.

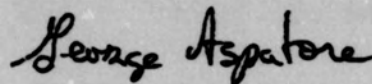
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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.
February 13, 2002
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



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2606
FAX: 757 629-2344

February 13, 2002

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

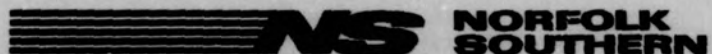
Dear Mr. Clemens:

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 decreased. On the monitored corridors and Chicago gateway operations, 56 trains were held for terminal delays, 30 trains were held for crews, and 37 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia, Oak Island and North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. The number of reported road train delays for crews and power increased from last week. Five trains were delayed 19 hours for lack of crews and no trains were delayed awaiting power. Ten originating trains were delayed a total of 53 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 32% of the delay hours reported in the SAAs.

Sincerely,

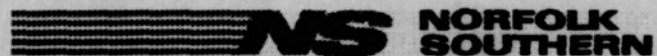
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For the week ending 2/8/02

Shared Asset Area - Yard Performance

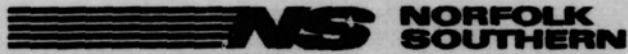
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	2/4/2002	850	228	168	396	140	44.2
	2/5/2002	850	207	268	475	242	20.9
	2/6/2002	850	180	217	397	267	30.3
	2/7/2002	850	132	182	314	182	22.3
	2/8/2002	850	158	204	362	289	17.1
North Yard MI Average		850	191	208	389	224	25.3
Oak Island NJ	2/4/2002	1200	147	243	390	315	29.9
	2/5/2002	1200	176	223	399	312	24.2
	2/6/2002	1200	313	306	619	539	24.6
	2/7/2002	1200	369	239	608	499	24.4
	2/8/2002	1200	399	350	749	443	22.1
Oak Island NJ Average		1200	281	272	553	422	24.8
Pavonia NJ	2/4/2002	900	270	399	669	377	47.7
	2/5/2002	900	313	267	580	382	28.9
	2/6/2002	900	316	260	576	507	21.2
	2/7/2002	900	231	264	495	320	25.8
	2/8/2002	900	387	312	699	408	22.4
Pavonia Average		900	303	300	604	399	28.7



For the week ending 2/8/02

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	4-Feb	7	57%	14%	0%	14%	14%
	5-Feb	8	75%	25%	0%	0%	0%
	6-Feb	8	50%	50%	0%	0%	0%
	7-Feb	8	63%	38%	0%	0%	0%
	8-Feb	8	75%	25%	0%	0%	0%
Detroit Total		39	64%	31%	0%	3%	3%
North Jersey Total	4-Feb	5	100%	0%	0%	0%	0%
	5-Feb	7	43%	57%	0%	0%	0%
	6-Feb	7	57%	43%	0%	0%	0%
	7-Feb	6	67%	33%	0%	0%	0%
	8-Feb	8	63%	38%	0%	0%	0%
North Jersey Total		33	64%	36%	0%	0%	0%
South Jersey Total	4-Feb	1	100%	0%	0%	0%	0%
	5-Feb	3	67%	0%	0%	0%	33%
	6-Feb	3	100%	0%	0%	0%	0%
	7-Feb	3	100%	0%	0%	0%	0%
	8-Feb	3	100%	0%	0%	0%	0%
South Jersey Total		13	92%	0%	0%	0%	8%
Grand Total		85	68%	28%	0%	1%	2%

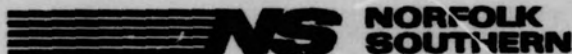


For the week ending 2/8/02

Shared Asset Area Trains Held

area	Sat 02-Feb	Sun 03-Feb	Mon 04-Feb	Tue 05-Feb	Wed 06-Feb	Thu 07-Feb	Fri 08-Feb	Grand Total
North Jersey	0	1	2	0	0	2	2	7
South Jersey	2	3	0	0	1	0	1	7
Detroit	1	0	0	0	0	0	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.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	58	0	0	0	0	58
other	0	0	0	0	0	0
Total	58	0	0	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 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	Grand Total
# of Train Starts	172	128	145	163	159	176	161	1104
Delay Cause								
Crew Delays (hrs)	9.6	1.7	23.6	1.7	4.5	0.4	0.7	11.4
Power Delays (hrs)	10.8	4.0	31.1	1.0	0.8	17.8	28.8	52.6

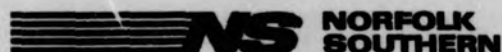
The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	average
Fleet Size	3065	3067	3064	3043	3038	3064	3061	3057
available	2882	2884	2876	2863	2838	2867	2861	2867
out of service %	6.0%	6.0%	6.1%	5.9%	6.6%	6.4%	6.5%	6.2%

Snapshot taken at midnight

Fleet size is all locomotives on line. Includes owned, leased and foreign.



NS Crew Starts and Delays

		Saturday 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	total
Allentown	crew starts	14	14	16	17	17	17	14	109
	crews delayed	3	4	7	5	7	5	3	34
Bellevue	crew starts	43	43	40	39	43	42	36	286
	crews delayed	9	10	11	8	6	6	7	57
Buffalo	crew starts	26	20	24	24	25	29	30	178
	crews delayed	5	3	3	3	7	7	6	34
Chicago	crew starts	36	32	26	37	35	32	34	232
	crews delayed	11	12	12	18	18	16	14	101
Cincinnati	crew starts	38	32	22	34	35	36	35	232
	crews delayed	8	5	3	8	9	9	9	51
Cleveland	crew starts	9	9	10	7	6	9	10	60
	crews delayed	3	4	6	1	3	5	4	26
Conway	crew starts	50	43	37	46	50	51	48	325
	crews delayed	8	6	8	6	14	6	8	56
Detroit	crew starts	18	12	16	18	19	21	17	121
	crews delayed	5	3	5	6	8	5	0	32
Elkhart	crew starts	45	34	35	47	39	37	40	277
	crews delayed	17	14	22	22	18	19	18	130
Harrisburg	crew starts	53	54	43	53	56	67	56	382
	crews delayed	13	16	11	12	13	15	15	95
Toledo	crew starts	56	40	45	62	60	59	52	374
	crews delayed	10	10	9	29	14	10	12	94

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 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	average
availability%	76%	75%	74%	77%	78%	78%	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 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	total
crew starts	326	270	262	311	328	333	325	2155
recrews	8	10	15	15	10	8	7	73

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

2-11-02

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204736

STEPTOE & JOHNSON LLP

ATTORNEYS AT LAW

204736

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Washington, DC 20036-1795Telephone 202.429.3900
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(202) 429-8063
dcoburn@steptoel.com

February 11, 2002

VIA HAND DELIVERYThe Honorable Vernon A. Williams
Secretary
Surface Transportation Board
Room 711
1925 K Street, N.W.
Washington, D.C. 20423ENTERED
Office of the Secretary

FEB 11 2002

Part of
Public Record

Re: STB 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

CSX Quarterly Intermodal Truck Survey Report

Dear Secretary Williams:

Further to the requirement in Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, CSX Corporation and CSX Transportation, Inc. ("CSX") hereby submit the attached quarterly report reflecting the origins, destinations and cross-Hudson River routings for truck traffic at those intermodal terminals in Northern New Jersey and Massachusetts that were allocated to CSX by virtue of the Conrail transaction or operated by CSX prior to that transaction (Little Ferry, NJ; North Bergen, NJ; Kearny, NJ; Boston, MA; Springfield, MA; and Worcester, MA). This report covers the three month period between September 1, 2001 and November 30, 2001. Traffic was surveyed for six non-consecutive days during those three months, with two of the survey dates falling during each of the three surveyed months.

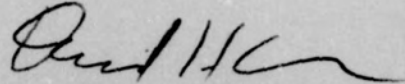
Please note that with respect to the attached New Jersey report, the data reflects the ultimate origin or destination of the surveyed traffic utilizing the George Washington Bridge. The report also shows the volume of surveyed traffic using other Hudson River crossings and the much larger volume of traffic handled at the New Jersey intermodal terminals that does not cross the Hudson River (see "west of Hudson" figure). Please further note that the Massachusetts

The Honorable Vernon A. Williams
February 11, 2002
Page 2

survey reflects the volume of surveyed traffic which crosses the George Washington Bridge and that which does not utilize the George Washington Bridge.

Please direct any questions concerning this report to the undersigned.

Respectfully,

A handwritten signature in dark ink, appearing to read "David H. Coburn", with a stylized flourish at the end.

David H. Coburn
Attorney for CSX Corporation and CSX
Transportation, Inc.

DHC:dj

Attachments

cc: Mr. Melvin F. Clemens, Jr.
Ms. Nancy R. Beiter

CSX CORPORATION
Intermodal Survey Report No. 12

February 11, 2002

New Jersey Terminals

Survey Results for September 2001 through November, 2001

ST CITY	INBOUND	OUTBOUND	TOTAL
CT HARTFORD	0	1	1
CT MIDDLETOW	1	0	1
CT NEW MILFORD	4	4	8
CT NORFOLK	1	0	1
CT STRATFORD	1	0	1
CT STAMFORD	3	0	3
CT WORCESTER	0	1	1
MA CHICOPEE	1	0	1
MA LOWELL	0	1	1
MA WORCESTER	3	0	3
ME EASTPORT	1	0	1
ME FREEPORT	0	1	1
NH BRETON	1	0	1
NH LITTLETON	0	1	1
NH NASHUA	1	0	1
NY BRONX	133	133	266
NY BROOKLYN	12	17	29
NY LONISLAND	7	6	13
NY MANHATTAN	4	3	7
NY QUEENS	20	18	38
NY STAISLAND	3	2	5
RI WARWICK	0	1	1
VT STJOHNSBU	0	1	1
George Washington	196	190	386
George Washington	196	190	386
Tappan Zee	14	10	24
Staten Is. Crossings	40	19	59
Manhattan Tunnels	11	6	17
All Other	48	4	52
East of Hudson	309	229	538
West of Hudson	1203	1540	2743
GRAND TOTAL	1512	1769	3281

CSX CORPORATION
Intermodal Survey No. 12

February 11, 2002

Massachusetts Terminals

Survey Results for September 2001 through November 2001

ST CITY	INBOUND	OUTBOUND	TOTAL
George Washington Bridge	0	0	0
All Other	1102	1103	2205
GRAND TOTAL	1102	1103	2205

STB

FD-33388

2-7-02

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204709

SURFACE TRANSPORTATION BOARD

Memorandum

204709

ENTERED
Office of the Secretary

FEB 07 2002

Part of
Public Record

DATE: February 7, 2002



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

FROM : 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 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
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

February 6, 2002

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, February 1st. Cars on-line improved from 235,077 to 233,729 cars. Train velocity improved from 23.1 to 23.4 miles-per-hour, and terminal dwell improved from 24.3 to 24.1 hours.

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

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved favorably five percentage points to 83%. The percent of trains greater than 6 hours late moved favorably two percentage points to 7%.

Yards and Terminals

Ten of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Two of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 100% for the third consecutive week. Overall, the on-time-to-two-hours-late category was 87%, improved two percentage points from the prior week. The greater-than-six-hours-late category was 2%, down four percentage points from the prior week.

Shared Areas

Daily average on hand cars increased at Pavonia and North Yard, and decreased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 27.5, up from 26.4 hours for the prior week.

Additional Measurements

Train Delay Metric: For 703 train starts, weekly train delay for power totaled 6 hours and crew delay totaled 32 hours. Power delay hours and crew delay hours both improved from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 17.6% for the week, an improvement from last week's 19.3%.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, the same as the prior week.

Daily Number of Recrews Required: Of 1672 crew starts, 31 (2%) were recrews, down one percentage point from the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3821, Average Available = 3368, and Out-of-Service Ratio = 5.2%, down from 5.5% the previous week.

Cars Offered in Interchange: averaged 258 cars daily, 26 of which were for the Norfolk Southern. The NS-offered and the total-offered both increased from the prior week.

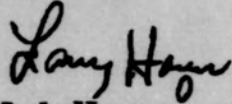
On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 98% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 40 weeks.

Last week CSXT met the goal for 14 of the 18 key first quarter service measurements. Goals were met for FRA-reportable injuries, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, crew delay hours, right connection, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

The overall performance of the rail network remains at a very high level. Operations are fluid, and CSX is able to absorb additional traffic.

Sincerely,

A handwritten signature in cursive script, appearing to read "L. L. Hayes".

L. L. Hayes
Director
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 02/01/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	295	291	274	342	269
	Cars On Hand - Empty	294	277	339	381	311
	Cars On Hand - Total	589	568	613	723	580
	Cars Handled	363	388	519	553	493
	Dwell Hours	27.0	27.2	26.3	24.9	29.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	363	285	306	264	286
	Cars On Hand - Empty	258	332	356	450	350
	Cars On Hand - Total	621	617	662	714	636
	Cars Handled	286	455	303	558	376
	Dwell Hours	46.3	26.8	26.3	25.5	29.7
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	118	247	188	210	177
	Cars On Hand - Empty	215	207	178	315	235
	Cars On Hand - Total	333	454	366	525	412
	Cars Handled	166	222	222	221	173
	Dwell Hours	33.1	26.6	18.5	21.3	23.7

CSX Comments: Daily average on hand cars increased at Pavonia and North Yard, and decreased at Oak Island.
All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 27.5, up from 26.4 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02
North Jersey SAA	Number of Originations	5	7	8	8	7
	% Ontime	80%	71%	50%	38%	43%
	% Late 0-2 Hours	20%	29%	50%	63%	57%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	33%	67%	67%	100%
	% Late 0-2 Hours	0%	67%	33%	33%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	8	8	8	8
	% Ontime	83%	88%	50%	50%	50%
	% Late 0-2 Hours	17%	13%	38%	38%	38%
	% Late 2-4 Hours	0%	0%	0%	13%	13%
	% Late 4-6 Hours	0%	0%	13%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 21 trains. Crew delays were 3 trains for 3 hours; 3 trains were delayed 3 hours for power, originating trains 15 for 47 hours, due to late arrivals.

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	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02	Average
Cars Offered	NS	37	12	31	4	45	26
	All Other	371	324	174	132	160	232
	Total	408	336	205	136	205	258

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	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	50%	100%	50%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	95%	100%	100%	95%	100%	98%

AMTK measured according to contract with CSX1.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	01/26/02	01/27/02	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02	Total
Baltimore	Train Crew Starts	18	18	12	21	14	22	16	121
	Crews Delayed +2 Hours	6	6	3	5	4	8	3	35
	% Delayed +2 Hours	33%	33%	25%	24%	29%	36%	19%	29%
Buffalo	Train Crew Starts	50	37	32	46	48	42	46	301
	Crews Delayed +2 Hours	6	2	2	2	3	5	15	35
	% Delayed +2 Hours	12%	5%	6%	4%	6%	12%	33%	12%
Chicago	Train Crew Starts	25	24	26	24	27	26	21	173
	Crews Delayed +2 Hours	4	2	6	6	7	13	6	44
	% Delayed +2 Hours	16%	8%	23%	25%	26%	50%	29%	25%
Cincinnati	Train Crew Starts	34	28	33	32	33	38	36	234
	Crews Delayed +2 Hours	2	2	0	4	1	4	1	14
	% Delayed +2 Hours	6%	7%	0%	13%	3%	11%	3%	6%
Cleveland	Train Crew Starts	20	28	17	16	23	23	17	144
	Crews Delayed +2 Hours	4	7	2	4	6	8	2	33
	% Delayed +2 Hours	20%	25%	12%	25%	26%	35%	12%	23%
Cumberland	Train Crew Starts	29	28	25	34	33	31	31	211
	Crews Delayed +2 Hours	0	2	6	1	6	2	4	21
	% Delayed +2 Hours	0%	7%	24%	3%	18%	6%	13%	10%
Detroit	Train Crew Starts	6	4	4	3	4	3	6	30
	Crews Delayed +2 Hours	2	0	1	1	1	0	1	6
	% Delayed +2 Hours	33%	0%	25%	33%	25%	0%	17%	20%
Philadelphia	Train Crew Starts	9	10	11	9	10	11	9	69
	Crews Delayed +2 Hours	1	0	0	1	0	1	0	3
	% Delayed +2 Hours	11%	0%	0%	11%	0%	9%	0%	4%
Selkirk	Train Crew Starts	48	37	33	39	48	46	49	300
	Crews Delayed +2 Hours	11	13	9	11	12	17	11	84
	% Delayed +2 Hours	23%	35%	27%	28%	25%	37%	22%	28%
Toledo	Train Crew Starts	27	32	29	25	23	29	26	191
	Crews Delayed +2 Hours	4	4	2	4	2	8	2	26
	% Delayed +2 Hours	15%	13%	7%	16%	9%	28%	8%	14%
Willard	Train Crew Starts	44	48	35	41	38	40	40	286
	Crews Delayed +2 Hours	1	7	4	8	4	8	9	41
	% Delayed +2 Hours	2%	15%	11%	20%	11%	20%	23%	14%

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	01/26/02	01/27/02	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02	Total
Train Delay	Originating Train Starts	97	100	90	94	100	107	115	703
	Delayed Hours - Power	4	0	0	2	0	0	0	6
	Delayed Hours - Crews	7	1	13	0	6	2	3	32

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	01/26/02	01/27/02	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02	Average
Crew Availability		83%	83%	83%	82%	83%	85%	83%	83%

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	01/26/02	01/27/02	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02	Total
Crews/Recrews	Train Crew Starts	248	219	205	230	255	255	260	1672
	Recrews	6	2	4	2	4	5	8	31
	% Recrewed	2%	1%	2%	1%	2%	2%	3%	2%

Daily number of CSX1 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	01/26/02	01/27/02	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02	Average
Locomotives	Gross Fleet Size	3798	3800	3825	3835	3839	3832	3816	3821
	Avg. Number Available	3331	3365	3371	3380	3380	3377	3373	3368
	OOS Ratio	5.2	5.2	5.0	5.2	5.1	5.5	5.2	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	01/26/02	01/27/02	01/28/02	01/29/02	01/30/02	01/31/02	02/01/02	Average
Train Delay	Philadelphia South Jersey	1	3	2	0	2	0	1	1
	North Jersey	2	3	2	1	0	1	2	2
	Detroit	0	0	0	0	0	1	0	0

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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

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

February 6, 2002

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 February 1, 2002, 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.

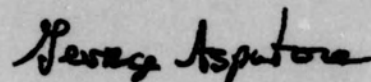
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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.
February 6, 2002
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



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2806
FAX: 757 629-2344

February 6, 2002

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:

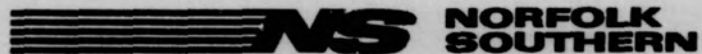
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 51 trains were held for terminal delays, 14 trains were held for crews, and 32 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 at North Yard and Pavonia and decreased 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 decreased from the prior week. Three trains were delayed 3 hours for lack of crews and 3 trains were delayed 3 hours for power. Fifteen originating trains were delayed a total of 47 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 31% of the delay hours reported in the SAAs.

Sincerely,

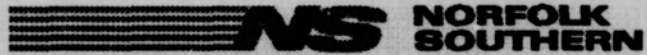
A handwritten signature in dark ink, appearing to read 'Thelma', followed by a horizontal line.



For the week ending 2/1/02

Shared Asset Area - Yard Performance

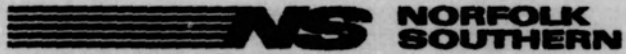
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	215	118	333	166	33.1
	#####	850	207	247	454	222	26.6
	#####	850	178	188	366	222	18.5
	#####	850	315	210	525	221	21.3
	2/1/2002	850	235	177	412	173	23.7
North Yard MI Average		850	230	188	418	201	24.2
Oak Island NJ	#####	1200	294	295	589	363	27.0
	#####	1200	277	291	568	388	27.2
	#####	1200	339	274	613	519	26.3
	#####	1200	381	342	723	553	24.9
	2/1/2002	1200	311	269	580	493	29.6
Oak Island NJ Average		1200	320	294	615	463	26.9
Pavonia NJ	#####	900	258	363	621	286	46.3
	#####	900	332	285	617	455	26.8
	#####	900	356	306	662	303	26.3
	#####	900	450	264	714	558	25.5
	2/1/2002	900	350	286	636	376	29.7
Pavonia Average		900	349	301	650	396	29.7



For the week ending 2/1/02

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	28-Jan	6	83%	17%	3%	0%	0%
	29-Jan	8	88%	13%	0%	0%	0%
	30-Jan	8	50%	38%	0%	13%	0%
	31-Jan	8	50%	38%	13%	0%	0%
	1-Feb	8	50%	38%	13%	0%	0%
Detroit Total		38	63%	29%	5%	3%	0%
North Jersey Total	28-Jan	5	80%	20%	0%	0%	0%
	29-Jan	7	71%	29%	0%	0%	0%
	30-Jan	8	50%	50%	0%	0%	0%
	31-Jan	8	38%	63%	0%	0%	0%
	1-Feb	7	43%	57%	0%	0%	0%
North Jersey Total		35	54%	46%	0%	0%	0%
South Jersey Total	28-Jan	1	100%	0%	0%	0%	0%
	29-Jan	3	33%	67%	0%	0%	0%
	30-Jan	3	67%	33%	0%	0%	0%
	31-Jan	3	67%	33%	0%	0%	0%
	1-Feb	3	100%	0%	0%	0%	0%
South Jersey Total		13	69%	31%	0%	0%	0%
Grand Total		86	60%	36%	2%	1%	0%

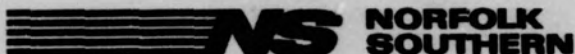


For the week ending 2/1/02

Shared Asset Area Trains Held

area	Sat 26-Jan	Sun 27-Jan	Mon 28-Jan	Tue 29-Jan	Wed 30-Jan	Thu 31-Jan	Fri 01-Feb	Grand Total
North Jersey	2	3	2	1	0	1	2	11
South Jersey	1	3	2	0	2	0	1	9
Detroit	0	0	0	0	0	1	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.



NS Cars Offered in Interchange but not Accepted

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

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

NS Northern Region Train Starts and Delays

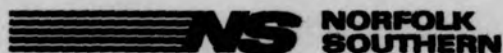
	Saturday 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	Grand Total
# of Train Starts	161	131	146	168	163	163	172	1104
Delay Cause								
Crew Delays (hrs)	2.9	1.2	0.0	1.7	4.5	0.4	0.7	11.4
Power Delays (hrs)	6.0	0.0	0.0	0.0	0.0	17.8	28.8	52.6

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	average
Fleet Size	3090	3078	3046	3027	3036	3024	3040	3049
available	2916	2898	2866	2834	2847	2846	2866	2868
out of service %	5.6%	5.8%	5.9%	6.4%	6.2%	5.9%	5.7%	5.9%

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



NS Crew Starts and Delays

		Saturday 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	total
Allentown	crew starts	15	16	15	14	22	16	17	115
	crews delayed	3	3	4	2	5	3	5	25
Bellevue	crew starts	38	41	31	43	34	39	43	269
	crews delayed	9	12	6	4	7	12	13	63
Buffalo	crew starts	22	24	22	25	25	28	21	167
	crews delayed	2	4	2	2	2	6	2	20
Chicago	crew starts	34	32	34	27	34	31	33	225
	crews delayed	14	10	17	9	14	12	10	86
Cincinnati	crew starts	36	31	23	33	35	36	30	224
	crews delayed	7	3	2	8	5	8	4	37
Cleveland	crew starts	9	11	9	8	9	9	10	65
	crews delayed	3	3	0	0	5	5	4	20
Conway	crew starts	50	45	39	48	50	53	49	334
	crews delayed	5	6	7	6	8	6	6	44
Detroit	crew starts	14	12	13	17	18	18	20	112
	crews delayed	1	3	3	4	9	7	7	34
Elkhart	crew starts	38	37	32	31	33	35	40	246
	crews delayed	16	13	12	17	17	14	13	102
Harrisburg	crew starts	53	45	41	52	59	56	54	360
	crews delayed	10	17	11	8	19	14	18	97
Toledo	crew starts	59	49	45	48	48	53	58	360
	crews delayed	14	8	9	12	9	13	18	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 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	average
availability%	78%	74%	75%	75%	78%	77%	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 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	total
crew starts	315	296	268	295	321	310	322	2127
recrews	5	11	8	5	5	14	16	64

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

1-31-02

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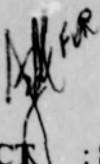
SURFACE TRANSPORTATION BOARD

Memorandum



DATE: January 31, 2002

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

FROM  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 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

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

ENTERED
Office of the Secretary

FEB 01 2002

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Public Record



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

January 30, 2002

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, January 25th. Cars on-line decreased from 235,607 to 235,077 cars. Train velocity decreased slightly from 23.4 to 23.1 miles-per-hour. Terminal dwell increased from 23.7 to 24.3 hours.

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

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved favorably seven percentage points to 78%. The percent of trains greater than 6 hours late moved favorably 12 percentage points to 9%.

Yards and Terminals

Three of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Three of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 100% for the second consecutive week. Overall, the on-time-to-two-hours-late category was 85%, improved two percentage points from the prior week. The greater-than-six-hours-late category was 6%, down one percentage point from the prior week.

Shared Areas

Daily average on hand cars increased at Pavonia, and decreased at Oak Island and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.4, improved from 29.4 hours for the prior week.

Additional Measurements

Train Delay Metric: For 697 train starts, weekly train delay for power totaled 16 hours and crew delay totaled 116 hours. Power delay hours decreased and crew delay hours increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 19.3% for the week, an increase from last week's 17.3%.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, down two percentage points from the prior week.

Daily Number of Recrews Required: Of 1709 crew starts, 44 (3%) were recrews, up one percentage point from the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged three trains per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3831, Average Available = 3381, and Out-of-Service Ratio = 5.5%, the same as the previous week.

Cars Offered in Interchange: averaged 203 cars daily, 12 of which were for the Norfolk Southern. The NS-offered decreased and the total-offered increased from the prior week.

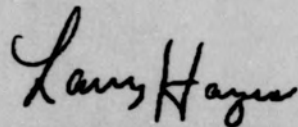
On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh - Washington) and 92% for 90 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 39 weeks.

Last week CSXT met the goal for 12 of the 18 key first quarter service measurements. Goals were met for FRA-reportable injuries, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, crew delay hours, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, and hours of locomotive delay.

The overall performance of the rail network remains at a very high level. Operations are fluid, and CSX is able to absorb additional traffic.

Sincerely,

A handwritten signature in cursive script, appearing to read "Larry Hayes".

L. L. Hayes
Director
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

01/25/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	292	363	277	319	308
	Cars On Hand - Empty	211	241	340	406	397
	Cars On Hand - Total	503	604	617	725	705
	Cars Handled	276	338	493	493	496
	Dwell Hours	29.1	29.8	26.7	24.1	21.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	278	256	275	294	291
	Cars On Hand - Empty	217	320	369	403	459
	Cars On Hand - Total	495	576	644	697	750
	Cars Handled	242	320	406	420	511
	Dwell Hours	43.1	33.6	24.4	30.0	22.5
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	103	134	152	182	214
	Cars On Hand - Empty	159	148	185	193	167
	Cars On Hand - Total	262	282	337	375	381
	Cars Handled	74	149	306	201	247
	Dwell Hours	23.6	26.5	26.0	16.5	21.1

CSX Comments: Daily average on hand cars increased at Pavonia, and decreased at Oak Island and North Yard.
All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 26.4, down from 29.4 hours last week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02
North Jersey SAA	Number of Originations	3	8	7	8	8
	% Ontime	67%	63%	29%	50%	88%
	% Late 0-2 Hours	33%	38%	57%	25%	13%
	% Late 2-4 Hours	0%	0%	0%	25%	0%
	% Late 4-6 Hours	0%	0%	14%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	100%	67%	67%
	% Late 0-2 Hours	0%	0%	0%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	33%	33%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	2	8	8	8	8
	% Ontime	50%	88%	100%	100%	75%
	% Late 0-2 Hours	50%	13%	0%	0%	25%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 26 trains. Crew delays were 2 trains for 2 hours; 6 trains were delayed 30 hours for power; originating trains 18 for 91 hours, due to late arrivals.

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	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02	Average
Cars Offered	NS	35	10	14	0	0	12
	All Other	173	169	198	205	211	191
	Total	208	179	212	205	211	203

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	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	50%	90%
MARC	Trains	12	18	20	20	20	90
	% On Time	83%	89%	90%	95%	100%	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	01/19/02	01/20/02	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02	Total
Baltimore	Train Crew Starts	19	10	13	17	11	18	13	101
	Crews Delayed +2 Hours	5	4	8	5	3	8	5	38
	% Delayed +2 Hours	26%	40%	62%	29%	27%	44%	38%	38%
Buffalo	Train Crew Starts	39	35	30	43	43	48	50	288
	Crews Delayed +2 Hours	3	3	4	1	3	8	3	25
	% Delayed +2 Hours	8%	9%	13%	2%	7%	17%	6%	9%
Chicago	Train Crew Starts	25	26	22	27	28	27	28	183
	Crews Delayed +2 Hours	6	8	4	5	3	1	5	32
	% Delayed +2 Hours	24%	31%	18%	19%	11%	4%	18%	17%
Cincinnati	Train Crew Starts	37	30	31	35	26	32	37	228
	Crews Delayed +2 Hours	11	1	3	0	0	2	4	21
	% Delayed +2 Hours	30%	3%	10%	0%	0%	6%	11%	9%
Cleveland	Train Crew Starts	26	15	23	19	23	25	22	153
	Crews Delayed +2 Hours	7	5	8	4	2	3	7	41
	% Delayed +2 Hours	27%	33%	35%	21%	9%	32%	32%	27%
Cumberland	Train Crew Starts	31	28	22	31	33	32	30	207
	Crews Delayed +2 Hours	3	6	1	0	2	1	1	14
	% Delayed +2 Hours	10%	21%	5%	0%	6%	3%	3%	7%
Detroit	Train Crew Starts	7	4	2	5	6	5	6	35
	Crews Delayed +2 Hours	3	0	0	2	2	2	3	12
	% Delayed +2 Hours	43%	0%	0%	40%	33%	40%	50%	34%
Philadelphia	Train Crew Starts	9	11	11	14	10	9	12	76
	Crews Delayed +2 Hours	0	3	1	0	1	0	2	7
	% Delayed +2 Hours	0%	27%	9%	0%	10%	0%	17%	9%
Selkirk	Train Crew Starts	46	35	24	38	45	47	49	284
	Crews Delayed +2 Hours	17	18	6	12	14	12	19	98
	% Delayed +2 Hours	37%	51%	25%	32%	31%	26%	39%	35%
Toledo	Train Crew Starts	28	30	25	23	30	27	27	190
	Crews Delayed +2 Hours	3	4	1	1	2	1	3	15
	% Delayed +2 Hours	11%	13%	4%	4%	7%	4%	11%	8%
Willard	Train Crew Starts	40	46	37	39	43	37	40	282
	Crews Delayed +2 Hours	10	9	9	6	9	4	15	62
	% Delayed +2 Hours	25%	20%	24%	15%	21%	11%	38%	22%

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	01/19/02	01/20/02	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02	Total
Train Delay	Originating Train Starts	95	95	87	91	113	104	112	697
	Delayed Hours - Power	2	5	9	0	0	0	0	16
	Delayed Hours - Crews	14	62	36	1	1	5	3	116

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	01/19/02	01/20/02	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02	Average
Crew Availability		83%	81%	82%	83%	85%	85%	85%	83%

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	01/19/02	01/20/02	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02	Total
Crews/Recrews	Train Crew Starts	251	236	198	240	259	261	264	1709
	Recrews	11	13	7	4	4	2	3	44
	% Recrewed	4%	6%	4%	2%	2%	1%	1%	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	01/19/02	01/20/02	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02	Average
Locomotives	Gross Fleet Size	3818	3823	3839	3857	3844	3832	3805	3831
	Avg. Number Available	3360	3339	3371	3406	3411	3391	3387	3381
	OOS Ratio	5.4	6.0	6.0	5.5	5.3	5.1	5.2	5.5

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	01/19/02	01/20/02	01/21/02	01/22/02	01/23/02	01/24/02	01/25/02	Average
Train Delay	Philadelphia/South Jersey	2	1	0	0	1	0	1	1
	North Jersey	4	2	5	3	0	2	3	3
	Detroit	0	1	1	0	0	0	0	0

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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9242

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

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

January 30, 2002

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 January 25, 2002, 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.

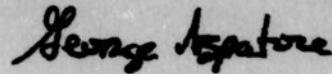
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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.
January 30, 2002
Page 2

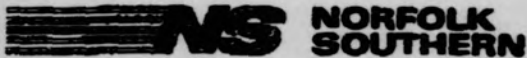
As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,



George A. Aspatore
General Solicitor

Enclosures



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2606
FAX: 757 629-2344

January 30, 2002

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

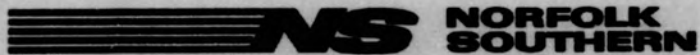
Dear Mr. Clemens:

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. On the monitored corridors and Chicago gateway operations, 51 trains were held for terminal delays, 28 trains were held for crews, and 35 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia and decreased at Oak Island and North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. The number of reported road train delays for crews and power increased from last week. Two trains were delayed 2 hours for lack of crews and 6 trains were delayed 30 hours awaiting power. Eighteen originating trains were delayed a total of 91 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 39% of the delay hours reported in the SAAs.

Sincerely,

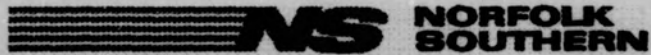
A handwritten signature in dark ink, appearing to read 'Tony L. Ingram', followed by a horizontal line.



For the week ending 1/25/02

Shared Asset Area - Yard Performance

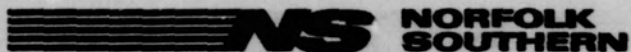
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	159	103	262	74	23.6
	#####	850	148	134	282	149	26.5
	#####	850	185	152	337	306	26.0
	#####	850	193	182	375	201	16.5
	#####	850	167	214	381	247	21.1
North Yard MI Average		850	170	157	327	195	22.7
Oak Island NJ	#####	1200	211	292	503	276	29.1
	#####	1200	241	363	604	338	29.8
	#####	1200	340	277	617	493	26.7
	#####	1200	406	319	725	493	24.1
	#####	1200	397	308	705	496	21.8
Oak Island NJ Average		1200	319	312	631	419	25.7
Pavonia NJ	#####	900	217	278	495	242	43.1
	#####	900	320	256	576	320	33.6
	#####	900	369	275	644	406	24.4
	#####	900	403	294	697	420	30.0
	#####	900	459	291	750	511	22.5
Pavonia Average		900	354	279	632	380	29.1



For the week ending 1/25/02

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	21-Jan	2	50%	50%	0%	0%	0%
	22-Jan	8	88%	13%	0%	0%	0%
	23-Jan	8	100%	0%	0%	0%	0%
	24-Jan	8	100%	0%	0%	0%	0%
	25-Jan	8	75%	25%	0%	0%	0%
Detroit Total		34	88%	12%	0%	0%	0%
North Jersey Total	21-Jan	3	67%	33%	0%	0%	0%
	22-Jan	8	63%	38%	0%	0%	0%
	23-Jan	7	29%	57%	0%	14%	0%
	24-Jan	8	50%	25%	25%	0%	0%
	25-Jan	8	88%	13%	0%	0%	0%
North Jersey Total		34	59%	32%	6%	3%	0%
South Jersey Total	21-Jan	1	100%	0%	0%	0%	0%
	22-Jan	3	100%	0%	0%	0%	0%
	23-Jan	3	100%	0%	0%	0%	0%
	24-Jan	3	67%	0%	33%	0%	0%
	25-Jan	3	67%	0%	33%	0%	0%
South Jersey Total		13	85%	0%	15%	0%	0%
Grand Total		81	75%	19%	5%	1%	0%

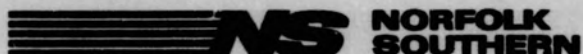


For the week ending 1/25/02

Shared Asset Area Trains Held

area	Sat 19-Jan	Sun 20-Jan	Mon 21-Jan	Tue 22-Jan	Wed 23-Jan	Thu 24-Jan	Fri 25-Jan	Grand Total
North Jersey	4	2	5	3	0	2	3	19
South Jersey	2	1	0	0	1	0	1	5
Detroit	0	1	1	0	0	0	0	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.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	30	0	112	0	4	146
Total	30	0	112	0	4	146

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

NS Northern Region Train Starts and Delays

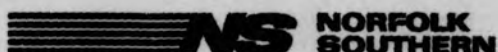
	Saturday 19-Jan	Sunday 20-Jan	Monday 21-Jan	Tuesday 22-Jan	Wednesday 23-Jan	Thursday 24-Jan	Friday 25-Jan	Grand Total
# of Train Starts	161	127	139	166	161	172	170	1096
Delay Cause								
Crew Delays (hrs)	9.9	9.9	0.0	6.1	13.2	14.7	5.0	58.7
Power Delays (hrs)	9.3	0.0	1.3	26.5	19.0	40.0	15.0	111.1

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 19-Jan	Sunday 20-Jan	Monday 21-Jan	Tuesday 22-Jan	Wednesday 23-Jan	Thursday 24-Jan	Friday 25-Jan	average
Fleet Size	3162	3136	3130	3133	3103	3084	3089	3120
available	2990	2949	2930	2928	2887	2903	2909	2928
out of service %	5.4%	6.0%	6.4%	6.5%	7.0%	5.9%	5.8%	6.1%

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



NS Crew Starts and Delays

		Saturday 19-Jan	Sunday 20-Jan	Monday 21-Jan	Tuesday 22-Jan	Wednesday 23-Jan	Thursday 24-Jan	Friday 25-Jan	total
Allentown	crew starts	11	13	16	18	17	19	16	110
	crews delayed	4	4	3	3	7	2	2	25
Bellevue	crew starts	42	40	36	34	37	43	44	276
	crews delayed	10	10	9	7	6	2	4	48
Buffalo	crew starts	23	23	24	21	26	25	29	171
	crews delayed	4	4	3	1	1	2	6	21
Chicago	crew starts	33	34	35	34	32	30	34	232
	crews delayed	11	8	15	10	19	13	14	90
Cincinnati	crew starts	36	33	28	29	29	33	34	222
	crews delayed	3	6	6	7	5	4	9	40
Cleveland	crew starts	8	11	9	9	5	9	13	64
	crews delayed	4	3	4	2	1	5	5	24
Conway	crew starts	44	51	39	45	50	48	57	334
	crews delayed	7	8	11	7	8	15	17	73
Detroit	crew starts	17	11	11	17	20	17	19	112
	crews delayed	7	2	2	6	4	2	11	34
Elkhart	crew starts	36	41	35	38	32	36	37	255
	crews delayed	19	19	18	16	13	16	16	117
Harrisburg	crew starts	52	45	40	54	60	49	58	358
	crews delayed	22	11	12	12	12	12	24	105
Toledo	crew starts	60	50	44	50	53	52	55	364
	crews delayed	11	6	7	10	5	13	11	63

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 19-Jan	Sunday 20-Jan	Monday 21-Jan	Tuesday 22-Jan	Wednesday 23-Jan	Thursday 24-Jan	Friday 25-Jan	average
availability%	77%	75%	76%	78%	78%	80%	81%	78%

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

NS Northern Region Crew Starts and Recrews

	Saturday 19-Jan	Sunday 20-Jan	Monday 21-Jan	Tuesday 22-Jan	Wednesday 23-Jan	Thursday 24-Jan	Friday 25-Jan	total
crew starts	330	293	270	304	320	307	332	2156
recrews	10	6	3	4	4	6	7	40

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

1-22-02

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204475

SURFACE TRANSPORTATION BOARD

Memorandum



DATE: January 14, 2002

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

FROM : 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 monthly reports 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 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

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

ENTERED
Office of the Secretary

JAN 22 2002

Part of
Public Record

500 Water Street (J150)
Jacksonville, FL 32202
(904) 359-1192
FAX: (904) 366-2902
E-mail: Paul_Hitchcock@CSX.com

Paul R. Hitchcock
Assistant General Counsel

November 30, 2001

Melvin F. Clemens, Jr.
Director Office of Compliance and Enforcement
Surface Transportation Board
Washington, DC 20423-0001

Dear Mr. Clemens:

Attached to this letter are the Operational Monitoring Reports required in STB Finance Docket No. 33388.

The reports are presented in the following order:

Labor Implementing Agreements	Page 1
Labor Task Force	Page 1
Construction and Other Capital Projects Table	Pages 2-3
Infrastructure Maintenance and Expansion	Page 4
Additional Noteworthy Engineering Projects Table.....	Pages 5-7
Information Technology	Pages 8-11
Customer Service	Page 12
Training.....	Page 13

Note: Italicized information indicates a change or update from the last report.

Please contact me if there are any issues that need clarification or explanation. As information, coincident with filing this report with the STB, CSXT has made this report available on our web site (www.csx.com).

Very truly yours,

Paul R. Hitchcock

cys: Peter J. Shultz, Sr. Vice President
Regulatory Policy and Washington Counsel

CSX TRANSPORTATION, INC.
STB OPERATIONAL MONITORING REPORT
As of November 30, 2001

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The reports are presented in the following order:

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Additional Noteworthy Engineering Projects Table.....	Pages 5-7
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Note: Italicized information indicates a change or update from the last report.

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

LABOR

Labor Implementing Agreements

All of the Labor Implementing Agreements have been reached. Accordingly, the requirement provided for in Paragraph 1 on page 162, of STB Decision No. 89 issued in Finance Docket No. 33388 has concluded.

Labor Management Task Force

CSXT has sent an invitation to each of its unions with which an implementing agreement has been reached and which will continue to represent employees on CSXT to participate in a labor task force similar to the one established with the United Transportation Union. CSXT has held labor task force meetings with a number of its unions. CSXT will hold additional meetings, as the need arises. CSXT also will continue its effort to have frequent communications with its unions to guarantee that problems which may still arise with respect to the implementation of the transaction receive prompt attention.

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Status	Expected Completion Date
1)	Greenwich, Ohio to Pine Junction, Indiana	Construct 2 nd main track with TCS on B&O including connections.	Complete	4Q 98
2)	Quaker to Greenwich, Ohio	Construction by Conrail of 2 nd main track with TCS.	Complete	4Q 98
3)	Willard, Ohio	Yard Expansion	Complete	1Q 99
4a)	Crestline, Ohio	a) Construct or rehabilitate connection tracks with Indianapolis Line.	a) Complete	2Q 99
4b)	Sidney, Ohio	b) Connection Track	b) Complete	4Q 98
4c)	Marion, Ohio	c) Rehabilitate Connection Track	c) Complete	1Q 99
5)	Carleton, Michigan	Connect track with Conrail	Complete	4Q 98
6a)	Alice, Indiana	a) Siding Extension	a) Complete	a) 3Q 98
6b)	Harwood, Indiana	b) Siding Extension	b) Complete	b) 4Q 98
7a)	Chicago, Illinois	a) Intermodal Expansions	a) Complete	a) 3Q 98
7b)	Cleveland, Ohio	b) Intermodal Expansions	b) Complete	b) 1Q 99
7c)	Philadelphia, Pennsylvania	c) Intermodal Expansions	c) Complete	c) 4Q 00
7d)	Little Ferry, New Jersey	d) Intermodal Expansions	d) Complete	d) 3Q 98
8)	Philadelphia, Pennsylvania	Rebuild Eastwick connection track with Conrail.	Complete	4Q 98
9)	Hobart, Indiana to Tolleston, Indiana	Restoration of connection and main track between Hobart & Tolleston.	Complete	2Q 99

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location	Project	Status	Expected Completion Date
10) Chicago, Illinois	Chicago area-upgrade connection tracks and other improvements.	Complete	2Q 99
11) Newell & New Castle, Pennsylvania	Upgrade capacity on the Mon. Subdivision	Complete	4Q 98
12) Albany, New York to Bergen, New Jersey	Extend 3 sidings by Conrail on River Line	Complete	4Q 98
13) Little Ferry, New Jersey	Connection track Conrail/NYSW	Complete	2Q 99
14) Dolton, Illinois	Connection track @ Lincoln Avenue CSX/IHB	Complete	2Q 99

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

Infrastructure Maintenance and Expansion Report

Throughout 2001, CSX has continued committing resources toward the completion of key track capacity improvements over the entire system. The following Table lists those projects and summarizes their current status. No significant changes worthy of note have been identified for this month.

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

(In some cases these projects may be unrelated to the Conrail integration.)

Location	Project	Under Construction	Estimated Completion
1) Alexandria, VA	AF Interlocking reconstruction (VRE project)	Y	10/29/01
2) Aliquippa, PA	Construct 2 industry support tracks	Completed	06/30/00
3) Baltimore, MD (Bay View YD)	Add crossover BA Tower	N	11/30/01
4) Casky, KY	Construct new main track to create Ind. Lead	Y	11/30/01
5) Chicago, IL	Barr SD - TCS - Phase II	Completed	06/01/01
6) Chicago, IL	Construct 59 th Street North Lead	Completed	06/30/00
7) Chicago, IL	Construct storage tracks & 3 rd Main at Barr Yard	Delayed	
8) Chicago, IL	TCS Blue Island SD to 75 th Street	Completed	03/31/01
9) Cleveland, OH	Construct mainline fueling facility at Collinwood Yard	Completed	08/30/00
10) Columbus, OH	Scioto Interlocking w/NS (ODOT project)	Y	12/31/01
11) Coosa Pines, AL	Construct new 11,200' passing siding	Completed	08/29/00
12) Dearborn, MI	Construct new track connection with Shared Assets Co.	Completed	05/15/01
13) East Cleveland, OH	Noise berms, landscaping	Completed	06/30/00
14) East Fostoria, OH	Extend yard/connection lead	N	Deferred
15) Erie, PA	NS relocation project	Y	12/31/01
16) Erie, PA	Replace CSXT bridge decks over B&LE (CSXT work relating to NS relocation project)	Completed	8/1/01
17) Evansville, IN	Install new concrete universal crossovers	Completed	10/19/01
18) Fall River, MA	MBTA replacement of 4 undergrade bridges	Y	10/31/01

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

(In some cases these projects may be unrelated to the Conrail integration.)

Location	Project	Under Construction	Estimated Completion
19) Feltonville, PA	Extend siding to 20,200'	Completed	8/9/01
20) Franklin, AL	Construct new 11,200' passing siding	Completed	09/15/00
21) Frederick, MD	MARC project	Y	11/20/01
22) Ft. Lauderdale, FL	Construct 45 miles of 2 nd main for TriRail	N	Pending
23) Gallaway, TN	Build siding with 10,000' in clear	Completed	10/1/00
24) Garrett, IN	Construct Randolph St. underpass	Completed	08/30/00
25) Gibraltar, MI	Construct crossover between CSXT and CN	Completed	09/30/00
26) Greenwood, SC	Construct double-track to Salak	Completed	11/06/00
27) Halls, GA	Construct 2 mile siding	Completed	09/15/01
28) Hopkinsville, KY	Install turnouts/signals for new Ft. Campbell lead wye	Y	10/15/01
29) Keystone, SC	(Sandpatch to Rockwood, PA)-Upgrade #10 crossovers to power #15's and TCS	Y	10/29/01
30) Lacon to Holmes Gap, AL	Add 8 miles of 2 nd main MP 328-MMP336	Completed	6/15/01
31) Lawrenceville, GA	Construct new siding and 5 track Palmer Yard	N	12/01/02
32) Lima, OH	Conrail connection track improvements	Completed	05/30/00
33) Louisville, KY	Link Highway Track to Highland Park #2	Completed	06/15/00

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

(In some cases these projects may be unrelated to the Conrail integration.)

Location		Project	Under Construction	Estimated Completion
34)	Martinsburg, Hobbs, Miller/Cherry Run, W Cumbo, WV	Eliminate manned interlockings, Phase I	Y	12/31/01
35)	McDaniel, TN	Siding extension to 10,000' clear	Completed	09/1/00
36)	New Boston, MI	Parking lot expansion	Completed	06/30/00
37)	Ovassa, AL	Construct new 2 mile siding	N	03/1/02
38)	Philadelphia, PA	Greenwich Yard Phase I rehabilitation	Completed	06/30/00
39)	Philadelphia, PA	Greenwich Yard Phase II expansion	Completed	12/21/00
40)	Ridgefield Park, NJ	Construct second main track :& signals M.P. 2-7	Y	12/01/02
41)	Rupert-Mauk, GA	Construct 8 miles of second main track & signals	Y	11/30/01
42)	Teaneck, NJ	Construct siding CP7-CP10	Completed	03/31/00
43)	Union City, GA	Construct connection track	Completed	04/15/00
44)	Union City-Tilford, GA	Clearance improvement project	Completed	03/15/00
45)	W. Baltimore, MD	Convert #10 HTEL to Power #15	Completed	09/30/00
46)	Wadley, AL	Extend passing siding to 10,000' clear	Completed	09/15/00
47)	Youngstown, OH	Construct Ashtabula Connection for 140 car capacity	Completed	07/15/00

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

INFORMATION TECHNOLOGY

Information Technology

The implementation strategy, training plans, and status of the Information Technology (IT) initiatives affecting the following Operating Areas are summarized:

- ❖ Customer Service
 - Electronic Customer Connectivity
- ❖ Operations Personnel
 - Crew Management
- ❖ Transportation
 - Car Management & Movement
 - Locomotive Management
 - Train Dispatching

Operating Area	Implementation Strategy	Status	Training
Customer Service Electronic Customer Connectivity	<p>All inbound (e.g. bill-of-lading) and outbound (e.g. car tracing) electronic communications with existing Conrail customers are to be migrated to CSX and NS. All customers will be informed of their system migration options and have the opportunity to test the replacement electronic connections prior to a transfer of the customer communications links on Day 1.</p> <p>CSX and NS will work with all affected customers and EDI vendors to develop migration plans</p>	<p>Systems testing in process and on schedule</p> <p>A joint letter was distributed to current Conrail customers</p> <p>Existing and new Conrail Electronic Commerce customers have been contacted by CSX in separate mailings</p> <p>Electronic Commerce Certification of Conrail customers acquired by CSX is in progress.</p> <p>Planned customer conversions to CSX Electronic Commerce tools are complete.</p> <p>All EC is complete</p>	<p>All customers will be provided adequate systems documentation and a detailed description of any changes to their current Conrail-provided electronic services</p> <p>All customers targeted for conversion to CSX electronic commerce tools have received information regarding the changes.</p> <p>All customer training and customer conversions are complete.</p>

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Operations Personnel Crew Management	<p>Separation of calling desks (CSX, NS, SAC) in Dearborn, MI has been pre-negotiated and is in place. There will be a phased roll-out of eight calling desks to TECS – the CSX Crew Calling System. The first desk will be rolled out 50 days after Day 1.</p> <p>T&E Crews will continue to submit paper time sheets to Dearborn, MI until the TECS desk roll-out is completed. Paperless payroll implementation will take place 2 weeks after each TECS desk implementation. The entire roll-out will take approximately seven months.</p>	<p>Systems development in process and on schedule.</p> <p>The TECS desk roll-out is still on schedule.</p> <p>All desks have been cut Over to TECS.</p> <p>Paperless payroll training was completed Dec. 10, 1999</p> <p>Crew Callers have been moved from Dearborn to Jacksonville – Crew Management is complete.</p>	<p>CSX Payroll officers will train T&E employees on the CSX Payroll system immediately following the implementation of TECS. Local Chairman will participate in the training. Training documents have been prepared and presented to Conrail personnel.</p> <p>Training sessions have been completed.</p>
Transportation Car Management and Movement	<p>Field personnel will continue using Conrail application systems supporting yard inventory, train consisting and work orders after Day 1.</p> <p>Disposition and management of empty cars will occur in Jacksonville using CSX systems after Day 1 to ensure coordinated system wide transportation operations.</p> <p>Customers on the acquired territory will continue to order empty cars and obtain information on order status as they do today.</p> <p>CSX systems will be rolled-out to the acquired Conrail territory in 4 phases after Day 1.</p>	<p>Systems development in process and on schedule.</p> <p>Toledo Stanley Yard was cut-over to CSX systems July 27th.</p> <p>Chunk 1 Field Rollout including Indianapolis was successfully cut-over on Oct 11.</p> <p>Chunk 2 including Cleveland, Collinwood and Columbus, Ohio was successfully cut-over on January 10.</p> <p>Chunk 3 including Buffalo & Syracuse was successfully cut over on March 13, 2000.</p> <p>Chunk 4 including Selkirk & W. Springfield was successfully cutover on May 8, 2000</p> <p>All Car Management is complete</p>	<p>Training sessions have been completed</p>

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Locomotive Management	<p>CSX Locomotive Management System (LMS) will be used to manage locomotives in CSX acquired territory beginning on Day 1. This will occur from the Operations Center in Philadelphia, PA for approximately 180 days after Day 1. The management team in Philadelphia will consist of two locomotive managers and one senior locomotive manager. Dual entry of locomotive assignments will be made to the Conrail Locomotive Distribution System (LDS). Shutdown of Conrail LDS will accompany field roll-out and will be dependent upon other Conrail Systems (TRIMS & TMS) no longer relying on assignments being passed from Conrail LDS.</p> <p>Within 180 days after Day 1, locomotive management for the acquired Conrail territory will be relocated to the Kenneth Dufford Center in Jacksonville. Two CSX Locomotive Managers will manage the acquired territory at that time.</p>	<p>Implementation was completed June 1st.</p> <p>Dual entry into Conrail LDS was discontinued June 15th.</p> <p>The locomotive management of the acquired territory was transitioned to the Kenneth Dufford Center in Jacksonville, FL on July 12, 1999.</p> <p>Locomotive Management is Complete.</p>	<p>Locomotive managers for the acquired Conrail territory have been trained on the CSX Locomotive Management System (LMS). Locomotive Management has conducted training that included cross training of CSX and Conrail cultures.</p>

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Train Dispatching	<p>Train dispatchers will continue to use current Conrail systems. Phase 1 geographic realignments will separate dispatchers into CSX, NS & SAC entities within current division offices. Phase 1 will complete 90-120 days after Day 1.</p> <p>Phase 2 division realignment will move dispatchers to acquiring road's division. CSX Cleveland East dispatcher in Dearborn, MI will move to CSX headquarters in Indianapolis, IN. CSX Chesapeake & Riverline dispatchers in Mt. Laurel, NJ will move to CSX headquarters in Albany, NY. Phase 2 will complete 90-120 days after an implementing agreement has been reached.</p> <p>Phase 2 moves are contingent upon Phase 1 realignment completion for territory being transferred. Also contingent upon an implementing agreement being in place with the ATDD.</p>	<p>Systems development has been completed and implementation is proceeding on schedule.</p> <p>Phase 1 realignments :</p> <p>Albany, Indianapolis & Philadelphia complete.</p> <p>Dearborn Division started.</p> <p>Dearborn completed Mid-August 1999.</p> <p>Phase 2 realignments:</p> <p>Two dispatcher desks moved from Indianapolis to Dearborn on 7/27/99.</p> <p>Phase 2 projected to be completed with CSAO dispatcher move from Dearborn to Mt. Laurel on 8/10/99.</p> <p>All phases of the Train Dispatcher Realignment Project have been completed. Implementing agreements are now in place.</p> <p>Train Dispatching is complete.</p>	<p>Dispatchers will be trained on their new territory using the current processes in place at Conrail.</p>

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

Customer Service Progress Report

During May we completed the rollout of all CSXT systems for the fourth regional area. Cutover took place on May 8, 2000 and went smoothly. Major locations included in the cutover were Selkirk, South Kearney, and Framingham areas.

Personnel

We duplicated our training and mentoring procedures for this last cutover. Classroom training in Pittsburgh was completed prior to the cutover with the remaining personnel trained on all CSXT systems.

Customer Familiarization

The customer familiarization processes used previously were also duplicated. Tariffs have been published and distributed for supplemental billing purposes, and procedures put in place to convert the records for the first 7 days of May from the Conrail to the CSX demurrage system, so that customers will see only one bill for the month. All customers have been notified regarding the up coming changes.

Brochures were customized and distributed to customers by our Electronic Commerce Customer Integration Center to explain our EC offerings and initiatives, with special telephone numbers and other vital data provided. Other customer communications included blast faxes, mailings, and regular interaction with our Electronic Commerce personnel.

STB OPERATIONAL MONITORING REPORT

As of November 30, 2001

STB Status Submission Report on Training

All remaining training for the acquired territories was completed during the month of May.

Clerical employees received one-on-one training at their work locations on specific job tasks for their jobs. Train & Engine Service employees received instructions in the preparation of work order documents to ensure the correct documentation of placing and pulling of cars from industries. Field transportation officers and yardmasters also received specific training in the use of yard and train management systems. Extensive training was provided for 45 yardmasters and 17 transportation officers.

Coaches were positioned at strategic locations to assist employees during the cutover at all major terminals and crew on-duty locations.

The last cutover completed the training initiatives for this project.

George A. Aspatore
General Solicitor

(757) 629-2657
fax (757) 533-4842
E-mail: george.aspatore@nscorp.com

December 5, 2001

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,

Enclosed is Norfolk Southern's Monitoring Report dated November 30, 2001. NS continues to make progress on the projects targeted for completion in 2001 that are listed in the Construction and Other Capital Projects section of the Report.

Please let me know if you need any further information.

Sincerely,

George A. Aspatore

Enclosure

Norfolk Southern Corporation

STB Operational Monitoring Report

As of November 30, 2001

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Note: Bold print indicates changes from previous report.

* To be disclosed under a different cover or in a later report.

Surface Transportation Board Operational Monitoring Report

As of November 30, 2001

LABOR

Labor Implementing Agreements

All of the Labor Implementing Agreements have been reached, concluding our reporting requirement, as provided in Paragraphs 1 and 14, on pages 162 and 165, respectively, of STB Decision No. 89 issued in Finance Docket No. 33388.

Labor-Management Task Forces

All implementing agreements became effective on June 1, 1999. A continuing dialogue has taken place between labor and NS management on a daily or as-needed basis concerning implementation and safety issues. Labor organization cooperation has been a key element in assuring the safe implementation of the Conrail transaction. This interaction will continue as the parties work through issues of mutual concern.

Note: Bold print indicates changes from previous report.

Surface Transportation Board Operational Monitoring Report
As of November 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Alexandria	IN	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Allentown - Reading	PA	Traffic Control System	Signal	Design	Note 2
	PA	Estimated Completion Date: Undetermined		Const	
Angola	NY	Upgrade existing siding, construct new siding Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
			Signal	Design Const	Complete Complete
Ashtabula	OH	Construct connection track Estimated Completion Date: Complete	Track	Design	Complete
				Const	Complete
			Signal	Const	Complete
Attica	IN	Extend siding 4, 580 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Boundbrook	NJ	Extend siding 15,000 track feet Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	Design Const	
Bristol	VA	Extend siding 14,255 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Bucyrus	OH	Construct track connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Buffalo - Cleveland	NY	Traffic control system and remove pole line.	Signal	Design	Complete
	OH	Estimated Completion Date: Complete		Const	Complete
Buffalo	NY	Rehabilitate tracks in sub-leased BPRR yard Estimated Completion Date: Complete	Track	Const	Complete
Buffalo	NY	Construct connection to BPRR yard Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete

Surface Transportation Board Operational Monitoring Report
As of November 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Buffalo	NY	Reconstruct portion of Bison Yard Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Butler	IN	Construct track connection Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
			Signal	Const Design Const	
Chicago	IL	Expand and improve 47th St Yard Intermodal Terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Cloggsville	OH	Track Rehabilitation Estimated Completion Date: Complete	Track	Design	Complete
				Const	Complete
Cloggsville	OH	Construct second main Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
			Signal	Const Design Const	Complete Complete Complete
Columbus	OH	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Crockett	VA	Construct 9,100 foot new siding Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
Croxtton	NJ	Expand and improve intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
E-Rail	NJ	Expand and improve intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Erie	PA	Erie Track Realign Project Estimated Completion Date: 2Q02	Track	Design	Complete
				Grading	Complete
				Const	In progress
			Signal	Removal Design Const	Complete In progress

Surface Transportation Board Operational Monitoring Report
As of November 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding Estimated Completion Date: Undetermined	Track	Design	Note 2
			Signal	Grading Const Design Const	
Hadley Jct (Ft Wayne)	IN	Double tracking Estimated Completion Date: Undetermined	Track	Design	Note 2
			Signal	Grading Const Design Const	
Hagerstown Sec (Greencastle)	PA	Construct siding Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
			Signal	Const Design Const	Complete Complete Complete
Hagerstown Sec	PA	Traffic Control Estimated Completion Date: Complete	Signal	Design Const	Complete Complete
Harrisburg	PA	Construct double track Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
			Signal	Const Design Const	Complete Complete Complete
Harrisburg (Rutherford)	PA	Construct intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Harrisburg - Reading	PA	Traffic Control System and remove pole line Estimated Completion Date: 4Q01	Signal	Design Const	Complete In progress
KD Tower - Cumberland Falls	KY	Extending double track 40,120 feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
			Signal	Const Design Const	Complete Complete Complete
Knoxville - Chattanooga	TN	Double Stack Clearances Estimated Completion Date: Complete	Track	Design	Complete
	TN			Const	Complete
			Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
			Bridge	Const Design Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Oak Harbor	OH	Construct track connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
			Signal	Const Design Const	Complete Complete Complete

Surface Transportation Board Operational Monitoring Report
As of November 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Pattensburg	NJ	Clearance-9 Bridges Estimated Completion Date: Complete	Bridge	Design Const	Complete Complete
Pattensburg	NJ	Siding Extensions Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Pattensburg	NJ	Tunnel Clearance Estimated Completion Date: Complete	Bridge	Design Const	Complete Complete
Philadelphia	PA	Construct crossover - Zoo Estimated Completion Date: Undetermined	Track	Design Grading Const	Note 2 Complete
			Signal	Design Const	Complete
Piney Flats	TN	Extend siding 6,610 feet Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Port Reading	NJ	Chemical Coast Clearance Projects Estimated Completion Date: Complete	Track	Design Const	Complete Complete
			Bridge	Design Const	Complete Complete
Rader	TN	Extend siding 5,189 feet Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Reading - Philadelphia	PA PA	Traffic Control System and remove pole line Estimated Completion Date: Undetermined	Signal	Design Const	Note 2 Complete
Riverton Jct - Roanoke	VA VA	Clearance projects Estimated Completion Date: Complete	Bridge	Design Const	Complete Complete
Sandusky (Bellevue)	OH	Construct Triple Crown Terminal Estimated Completion Date: Complete	Track	Design Grade/Pave Const	Complete Complete Complete
Sandusky- Columbus	OH	Double Track: S 13.60 - S 26.00 Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete

Surface Transportation Board Operational Monitoring Report
As of November 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Sandusky-Columbus	OH	Double Track: S 78.10 - S 88.40 Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sandusky-Columbus	OH	Double Track: S 88.30 - S 95.60 Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sidney	IL	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sido	MO	Double tracking 36,458 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sloan	IL	Extend siding 5,027 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Southern Tier	NY	Southern Tier Rehabilitation Estimated Completion Date: Undetermined	Track	Const	Note 2
			Bridge	Design	
				Const	
St. Louis (Mitchell)	MO	Expand Mitchell Triple Crown Terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
			Signal	Design	Complete
				Const	Complete
Toledo	OH	Intermodal Terminal Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grade/Pave	
Tolono	IL	Track Connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Vermillion	OH	Track Connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

Surface Transportation Board Operational Monitoring Report
As of November 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Wabash	IN	Construct connection track	Track	Const	Complete
		Estimated Completion Date: Complete	Signal	Design	Complete
				Const	Complete

Note 1: Bold print indicates changes from previous report. If status of project phase is blank, work on that part of the project has not yet begun.

Note 2: Project on hold pending evaluation of revised traffic requirements.

Surface Transportation Board Operational Monitoring Report
As of November 30, 2001

CUSTOMER SERVICE

Systems and Personnel Training

Operating Area	Project	Status
TRANSPORTATION		
Car Management and Movement	Systems -- Multiple projects	Complete
Includes Thoroughbred Yard Enterprise System (TYES) and Central Yard Operations (CYO) System	Personnel Training	
	Prepare training materials for TYES and CYO	Complete
	Trainer orientation	Complete
	TYES training at Conrail locations	Complete
Train Dispatching	Systems	Complete
	Personnel Training	
	Prepare computer-based training materials for Norfolk Southern Train Information System (TIS) and Train System Accident Reporting System (TSAR).	Complete
	Train Conrail employees at Dearborn, Pittsburgh, and Mt. Laurel	Complete
Locomotive Management	Systems	Complete
	Personnel Training	
	Prepare training materials; conduct pilot sessions	Complete
	Trainer orientation	Complete
	Train employees at 8 Conrail locations	Complete

Surface Transportation Board Operational Monitoring Report
As of November 30, 2001

CUSTOMER SERVICE

Operating Area	Project	Status
OPERATIONS PERSONNEL		
Crew Management	Systems	Complete
	Personnel Training	
	Prepare training materials	Complete
	Train Conrail employees	Complete
Train and Engine (T&E) Payroll	Personnel Training	
	Prepare training materials; conduct pilot sessions	Complete
	Train T&E crews	Complete
Non-Train and Engine Payroll	Personnel Training	
	Prepare training materials; conduct pilot sessions	Complete
	Trainer orientation	Complete
	Train Conrail employees	Complete
CUSTOMER SERVICE		
Electronic Customer Connectivity	Systems	Complete
	Personnel Training	
	Testing new systems	Complete
	Customer Coordination	
	Information to be distributed to customers	Complete
National Customer Service Center	Personnel Training	
	Prepare training materials	Complete
	Train employees in Pittsburgh and Atlanta	Complete

Note: Bold print indicates changes from previous report.

CUSTOMER SERVICE

Transition Process

Transition team members for NS in Philadelphia working in Customer Service were released at the end of February, 2000. Call volumes have declined as general service levels improve and are currently below call volume levels prior to the split date. The phone trace system, which is an automated feature of our toll-free line that allows a customer to trace the location of its cars by keying in car numbers on the telephone key pad, continues to work as expected. Norfolk Southern has also added car tracing functions to its web page.

Customer Service has reorganized to better leverage the functions of the Central Yard Operations (CYO) groups and the National Customer Service Center (NCSC) staff. Our overall goal is to utilize the larger CYO staff for routine inquiries and allow NCSC to focus on problem resolution and correction.

Other Customer Service changes include moving Agency Operations Center (AOC) billing functions to Accounting; moving Data Quality and Demurrage functions under CYO; and combining Equipment Marketing and Car Distribution and Utilization in a new group called Car Management.

Personnel

The implementation of the Thoroughbred Yard Enterprise System in the former Conrail areas has been completed, including the training of field personnel. All supervisory positions have been filled for Data Quality, the Agency Operations Center and Customer Service.

Customer Awareness

NS continues to host customer meetings to evaluate and provide feedback on the Company's planning processes and strategies. NS continues to make numerous meetings and presentations in order to keep our customers informed.

The Customer Resource Guide, distributed to our customers, provides customers with all resources and information necessary for doing business with the new NS.

The Help Desk Directory, also distributed to our customers, lists key phone numbers that connect users to areas that may assist them in answering questions about NS. It is available in three formats: a pocket guide for employees, a list for customers, and an expanded version available for downloading from the Internet.

Note: Bold print indicates changes from previous reports.

STB

FD-33388

1-22-02

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204474

SURFACE TRANSPORTATION BOARD

Memorandum



DATE: January 17, 2002

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

FROM : 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 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

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

ENTERED
Office of the Secretary

JAN 22 2002

Part of
Public Record



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

January 16, 2002

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, January 11th. Cars on-line increased from 234,744 to 235,946 cars. Train velocity improved from 22.2 to 23.5 miles-per-hour, the highest weekly velocity since Split. Terminal dwell improved from 36.2 to 25.5 hours. Recovery from the holiday shutdowns is nearly complete.

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

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved favorably 15 percentage points to 84%. The percent of trains greater than 6 hours late moved favorably 11 percentage points to 6%, down from 17% recorded for last week.

Yards and Terminals

All of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

All of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 96%. Overall, the on-time-to-two-hours-late category was 87%, up 16 percentage points from the prior week's 71%. The greater-than-six-hours-late category was 6%, down 17 percentage points from the prior week.

RECEIVED
SURFACE TRANSPORTATION
BOARD
JAN 17 6 47 AM '02
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR

Shared Areas

Daily average on hand cars increased at Pavonia and Oak Island, and decreased at North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 28.7, improved from 38.6 hours for the prior week.

Additional Measurements

Train Delay Metric: For 686 train starts, weekly train delay for Crew totaled 17 hours, a decrease from the previous week. Power delay totaled 20 hours, up from 14 hours recorded last week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 15.6% for the week, improving from last week's 20.2%.

Daily Crew Availability Percentage: Crew Availability Percentage was 84%, improving four percentage points from the prior week.

Daily Number of Recrews Required: Of 1661 crew starts, 41 (2%) were recrews, the same percentage as the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3879, Average Available = 3419, and Out-of-Service Ratio = 5.5%, up from 5.0% recorded for the previous week.

Cars Offered in Interchange: averaged 175 cars daily, 16 of which were for the Norfolk Southern. Both the NS-offered and total-offered decreased from the prior week.

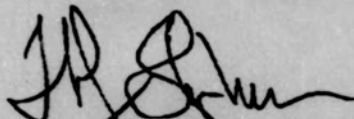
On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh – Washington) and 92% for 100 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 37 weeks.

Last week CSXT met the goal for 12 of the 18 key fourth quarter service measurements. Goals were met for FRA-reportable injuries, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, crew delay hours, right car right train, on-time originations, on-time destination arrivals, 30 hour cars, and hours of locomotive delay.

Last week's performance numbers reflect the recovery from the holiday period. Operations over the entire network are fluid, and CSX is able to absorb additional traffic.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. J. Stephenson', with a stylized flourish at the end.

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 01/11/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/07/02	01/08/02	01/09/02	01/10/02	01/11/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	320	376	349	287	340
	Cars On Hand - Empty	275	295	368	354	420
	Cars On Hand - Total	595	671	717	641	760
	Cars Handled	264	399	492	568	519
	Dwell Hours	28.5	30.3	25.0	25.5	27.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	358	267	240	204	173
	Cars On Hand - Empty	182	271	359	363	281
	Cars On Hand - Total	540	538	599	567	454
	Cars Handled	266	303	361	410	328
	Dwell Hours	60.7	34.8	28.7	26.7	31.5
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	204	257	304	205	185
	Cars On Hand - Empty	242	198	160	123	146
	Cars On Hand - Total	446	455	464	328	331
	Cars Handled	167	238	266	305	287
	Dwell Hours	31.3	30.7	28.0	11.9	20.2

CSX Comments: Daily average on hand cars increased at Pavonia and Oak Island, and decreased at North Yard.
All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 28.7, down from 38.6 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/07/02	01/08/02	01/09/02	01/10/02	01/11/02
North Jersey SAA	Number of Originations	4	6	8	9	7
	% Ontime	50%	50%	63%	44%	43%
	% Late 0-2 Hours	50%	50%	38%	56%	29%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	29%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	2	3	3	3
	% Ontime	0%	67%	33%	33%	33%
	% Late 0-2 Hours	100%	33%	33%	67%	67%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	33%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	5	8	8	8	7
	% Ontime	100%	88%	88%	63%	71%
	% Late 0-2 Hours	0%	0%	13%	25%	29%
	% Late 2-4 Hours	0%	13%	0%	13%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 25 trains. Crew delays were 6 trains for 13 hours; 1 train was delayed 2 hours for power; originating trains 18 for 142 hours, due to late arrivals.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Daily Average
Cars Offered	NS	53	3	3	19	4	16
	All Other	91	131	152	247	172	159
	Total	144	134	155	266	176	175

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

Service	Measure	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	50%	80%
MARC	Trains	20	20	20	20	20	100
	% On Time	60%	100%	100%	100%	100%	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	01/05/02	01/06/02	01/07/02	01/08/02	01/09/02	01/10/02	01/11/02	Total
Baltimore	Train Crew Starts	15	12	13	18	16	16	13	103
	Crews Delayed +2 Hours	1	2	1	2	8	5	2	21
	% Delayed +2 Hours	7%	17%	8%	11%	50%	31%	15%	20%
Buffalo	Train Crew Starts	46	37	30	38	44	26	42	263
	Crews Delayed +2 Hours	5	3	1	4	2	4	11	28
	% Delayed +2 Hours	7%	8%	3%	11%	5%	15%	26%	11%
Chicago	Train Crew Starts	26	27	23	28	26	25	26	181
	Crews Delayed +2 Hours	3	7	6	5	2	5	3	31
	% Delayed +2 Hours	12%	26%	26%	18%	8%	20%	12%	17%
Cincinnati	Train Crew Starts	33	33	31	33	29	28	32	219
	Crews Delayed +2 Hours	4	2	2	1	1	1	3	14
	% Delayed +2 Hours	12%	6%	6%	3%	3%	4%	9%	6%
Cleveland	Train Crew Starts	21	22	23	20	24	16	17	143
	Crews Delayed +2 Hours	3	5	6	4	5	2	2	27
	% Delayed +2 Hours	14%	23%	26%	20%	21%	13%	13%	19%
Cumberland	Train Crew Starts	29	27	26	29	30	29	33	203
	Crews Delayed +2 Hours	1	2	1	0	0	0	2	6
	% Delayed +2 Hours	3%	7%	4%	0%	0%	0%	6%	3%
Detroit	Train Crew Starts	3	5	4	6	6	6	6	36
	Crews Delayed +2 Hours	0	0	2	2	2	1	3	10
	% Delayed +2 Hours	0%	0%	50%	33%	33%	17%	50%	28%
Philadelphia	Train Crew Starts	8	13	9	13	12	13	12	80
	Crews Delayed +2 Hours	2	1	1	0	1	1	1	7
	% Delayed +2 Hours	25%	8%	11%	0%	8%	8%	8%	9%
Selkirk	Train Crew Starts	48	36	27	41	45	30	40	267
	Crews Delayed +2 Hours	11	8	15	10	13	7	15	79
	% Delayed +2 Hours	23%	22%	56%	24%	29%	23%	38%	30%
Toledo	Train Crew Starts	25	25	28	25	30	26	28	191
	Crews Delayed +2 Hours	1	2	4	2	3	2	3	17
	% Delayed +2 Hours	4%	7%	14%	8%	10%	8%	11%	9%
Willard	Train Crew Starts	37	39	37	34	44	40	37	268
	Crews Delayed +2 Hours	11	9	10	5	4	5	4	48
	% Delayed +2 Hours	30%	23%	27%	15%	9%	13%	11%	18%

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	01/05/02	01/06/02	01/07/02	01/08/02	01/09/02	01/10/02	01/11/02	Total
Train Delay	Originating Train Starts	99	93	79	93	95	116	111	686
	Delayed Hours - Power	0	1	4	4	5	0	6	20
	Delayed Hours - Crews	0	0	13	0	1	3	0	17

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	01/05/02	01/06/02	01/07/02	01/08/02	01/09/02	01/10/02	01/11/02	Average
Crew Availability		83%	84%	83%	83%	84%	85%	84%	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	01/05/02	01/06/02	01/07/02	01/08/02	01/09/02	01/10/02	01/11/02	Total
Crews/Recrews	Train Crew Starts	243	219	190	252	242	246	269	1661
	Recrews	1	1	8	4	1	9	17	41
	% Recrewed	0%	0%	4%	2%	0%	4%	6%	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	01/05/02	01/06/02	01/07/02	01/08/02	01/09/02	01/10/02	01/11/02	Average
Locomotives	Gross Fleet Size	3896	3900	3891	3865	3879	3856	3863	3879
	Avg. Number Available	3444	3428	3440	3420	3410	3398	3396	3419
	OOS Ratio	5.1	5.3	5.6	5.3	5.6	5.9	5.9	5.5

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	01/05/02	01/06/02	01/07/02	01/08/02	01/09/02	01/10/02	01/11/02	Average
Train Delay	Philadelphia/South Jersey	1	3	0	0	1	1	3	1
	North Jersey	4	3	3	1	1	0	3	2
	Detroit	0	1	0	0	0	0	0	0

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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

(757) 629-2657

(757) 533-4872

E-mail gaaspato@nscorp.com

January 16, 2002

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 January 11, 2002, 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.
January 16, 2002
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 /spB
George A. Aspatore
General Solicitor

Enclosures



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2606
FAX: 757 629-2344

January 16, 2002

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

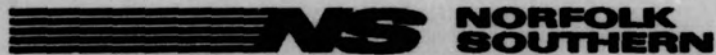
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 33 trains were held for terminal delays, 12 trains were held for crews, and 11 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia and Oak Island and decreased at North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. The number of reported road train delays for crews and power decreased from last week. Six trains were delayed 13 hours for lack of crews and 1 train was delayed 2 hours awaiting power. Eighteen originating trains were delayed a total of 142 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 70% of the delay hours reported in the SAAs.

Sincerely,

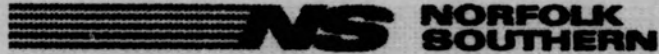
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For the week ending 1/11/02

Shared Asset Area - Yard Performance

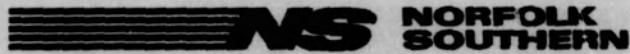
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	1/7/2002	850	242	204	446	167	31.3
	1/8/2002	850	198	257	455	238	30.7
	1/9/2002	850	160	304	464	266	28.0
	1/10/2002	850	123	205	328	305	11.9
	1/11/2002	850	146	185	331	287	20.2
North Yard MI Average		850	174	231	405	253	23.3
Oak Island NJ	1/7/2002	1200	275	320	595	264	28.5
	1/8/2002	1200	295	376	671	399	30.3
	1/9/2002	1200	368	349	717	492	25.0
	1/10/2002	1200	354	287	641	568	25.5
	1/11/2002	1200	420	340	760	519	27.9
Oak Island NJ Average		1200	342	334	677	448	27.1
Pavonia NJ	1/7/2002	900	182	358	540	266	60.7
	1/8/2002	900	271	267	538	303	34.8
	1/9/2002	900	359	240	599	361	28.7
	1/10/2002	900	363	204	567	410	26.7
	1/11/2002	900	281	173	454	328	31.5
Pavonia Average		900	291	248	540	334	35.0



For the week ending 1/11/02

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	7-Jan	5	100%	0%	0%	0%	0%
	8-Jan	8	88%	0%	13%	0%	0%
	9-Jan	8	88%	13%	0%	0%	0%
	10-Jan	8	63%	25%	13%	0%	0%
	11-Jan	7	71%	29%	0%	0%	0%
Detroit Total		36	81%	14%	6%	0%	0%
North Jersey Total	7-Jan	4	50%	50%	0%	0%	0%
	8-Jan	6	50%	50%	0%	0%	0%
	9-Jan	8	63%	38%	0%	0%	0%
	10-Jan	9	44%	56%	0%	0%	0%
	11-Jan	7	43%	29%	0%	29%	0%
North Jersey Total		34	50%	44%	0%	6%	0%
South Jersey Total	7-Jan	1	0%	100%	0%	0%	0%
	8-Jan	3	67%	33%	0%	0%	0%
	9-Jan	3	33%	33%	0%	33%	0%
	10-Jan	3	33%	67%	0%	0%	0%
	11-Jan	3	33%	67%	0%	0%	0%
South Jersey Total		13	39%	54%	0%	8%	0%
Grand Total		83	62%	33%	3%	4%	0%

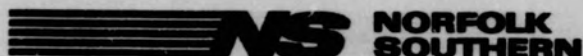


For the week ending 1/11/02

Shared Asset Area Trains Held

area	Sat 05-Jan	Sun 06-Jan	Mon 07-Jan	Tue 08-Jan	Wed 09-Jan	Thu 10-Jan	Fri 11-Jan	Grand Total
North Jersey	4	3	3	1	1	0	3	15
South Jersey	1	3	0	0	1	1	3	9
Detroit	0	1	0	0	0	0	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.



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	0	189	0	189
Total	0	0	0	189	0	189

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

NS Northern Region Train Starts and Delays

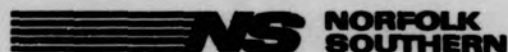
	Saturday 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	Grand Total
# of Train Starts	159	142	150	158	164	172	169	1114
Delay Cause								
Crew Delays (hrs)	0.8	0.8	5.7	2.8	3.2	1.6	1.2	16.0
Power Delays (hrs)	12.9	0.0	0.0	0.0	0.0	0.0	11.8	24.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	average
Fleet Size	3166	3119	3155	3129	3101	3118	3089	3125
available	2955	2907	2941	2887	2865	2910	2897	2909
out of service %	6.7%	6.8%	6.8%	7.7%	7.6%	6.7%	6.2%	6.9%

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



NS Crew Starts and Delays

		Saturday 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	total
Allentown	crew starts	13	17	16	17	17	19	19	118
	crews delayed	4	5	3	5	5	4	5	31
Bellevue	crew starts	33	31	38	34	30	36	44	246
	crews delayed	7	1	5	7	3	5	11	39
Buffalo	crew starts	23	26	21	23	29	25	23	170
	crews delayed	5	2	2	3	10	6	4	32
Chicago	crew starts	36	37	34	29	32	34	33	235
	crews delayed	17	13	13	12	9	14	12	90
Cincinnati	crew starts	32	28	25	29	29	36	34	213
	crews delayed	3	5	4	4	2	5	8	31
Cleveland	crew starts	7	8	6	8	6	11	6	52
	crews delayed	2	1	2	2	0	5	1	13
Conway	crew starts	46	49	37	42	51	62	54	341
	crews delayed	5	12	5	7	11	11	7	58
Detroit	crew starts	14	15	11	14	17	17	20	108
	crews delayed	2	3	1	3	2	2	4	17
Elkhart	crew starts	44	39	36	32	34	37	34	256
	crews delayed	22	17	15	13	14	20	15	116
Harrisburg	crew starts	49	48	37	51	63	63	62	373
	crews delayed	6	10	8	16	21	9	9	79
Toledo	crew starts	57	43	45	51	50	56	53	355
	crews delayed	13	3	11	13	14	8	8	70

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 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	average
availability%	75%	77%	77%	75%	75%	75%	75%	75%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	total
crew starts	317	299	261	283	335	356	341	2192
recrews	7	3	2	11	8	7	8	46

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

1-24-02

D

204571

SURFACE TRANSPORTATION BOARD

Memorandum

204571



DATE: January 24, 2002

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

FROM : 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 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

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

ENTERED
Office of the Secretary

JAN 24 2002

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Public Record



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

January 23, 2002

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, January 18th. Cars on-line decreased slightly from 235,946 to 235,607 cars. Train velocity remained essentially flat at 23.4 miles-per-hour following the previous week's record of 23.5 MPH. Terminal dwell improved from 25.5 to 23.4 hours.

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

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved unfavorably 13 percentage points to 71%. The percent of trains greater than 6 hours late moved unfavorably 15 percentage points to 21%.

Yards and Terminals

Six of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Two of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 100%. Overall, the on-time-to-two-hours-late category was 83%, down four percentage points from the prior week. The greater-than-six-hours-late category was 7%, up one percentage point from the prior week.

Shared Areas

Daily average on hand cars increased at all three yards. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 29.4, up from 28.7 hours for the prior week.

Additional Measurements

Train Delay Metric: For 724 train starts, weekly train delay for power totaled 30 hours and crew delay totaled 46 hours. Power delay and crew delay both increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 17.3% for the week, an increase from last week's 15.6%.

Daily Crew Availability Percentage: Crew Availability Percentage was 85%, improving one percentage point from the prior week.

Daily Number of Recrews Required: Of 1753 crew starts, 37 (2%) were recrews, the same percentage as the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3842, Average Available = 3404, and Out-of-Service Ratio = 5.2%, improved from 5.5% for the previous week.

Cars Offered in Interchange: averaged 188 cars daily, 17 of which were for the Norfolk Southern. Both the NS-offered and total-offered increased slightly from the prior week.

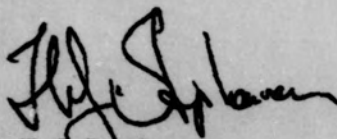
On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh - Washington) and 97% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 38 weeks.

Last week CSXT met the goal for 13 of the 18 key first quarter service measurements. Goals were met for FRA-reportable injuries, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, crew delay hours, right connection, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, and hours of locomotive delay.

The overall performance of the rail network remains at a very high level. Operations are fluid, and CSX is able to absorb additional traffic.

Sincerely,

A handwritten signature in dark ink, appearing to read 'T. J. Stephenson', written in a cursive style.

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 01/18/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	394	322	365	290	318
	Cars On Hand - Empty	427	352	440	465	467
	Cars On Hand - Total	821	674	805	755	785
	Cars Handled	382	406	559	419	424
	Dwell Hours	32.4	36.9	27.0	27.7	24.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	201	258	313	266	251
	Cars On Hand - Empty	213	294	379	416	422
	Cars On Hand - Total	414	552	692	682	673
	Cars Handled	225	361	574	407	448
	Dwell Hours	46.2	28.8	23.0	26.2	28.1
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	122	216	192	213	209
	Cars On Hand - Empty	288	294	244	213	134
	Cars On Hand - Total	410	510	436	426	343
	Cars Handled	104	261	224	242	255
	Dwell Hours	24.1	32.0	28.8	34.5	32.0

CSX Comments: Daily average on hand cars increased at Pavonia, Oak Island, and North Yard.
All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 29.4, up from 28.7 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02
North Jersey SAA	Number of Originations	3	8	7	8	7
	% Ontime	100%	63%	29%	38%	57%
	% Late 0-2 Hours	0%	38%	57%	25%	0%
	% Late 2-4 Hours	0%	0%	14%	13%	29%
	% Late 4-6 Hours	0%	0%	0%	13%	14%
	% Late GT 6 Hours	0%	0%	0%	13%	0%
South Jersey SAA	Number of Originations	1	4	3	3	3
	% Ontime	100%	75%	33%	33%	67%
	% Late 0-2 Hours	0%	25%	67%	67%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	5	8	7	7	8
	% Ontime	60%	88%	86%	100%	88%
	% Late 0-2 Hours	40%	13%	14%	0%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 20 trains. Crew delays were 4 trains for 3 hours; 2 trains were delayed 9 hours for power; originating trains 14 for 39 hours, due to late arrivals.

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	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02	Average
Cars Offered	NS	0	12	1	31	41	17
	All Other	285	221	224	39	85	171
	Total	285	233	225	70	126	188

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	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	100%	90%
MARC	Trains	20	20	20	20	20	100
	% On Time	95%	95%	95%	100%	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	01/12/02	01/13/02	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02	Total
Baltimore	Train Crew Starts	18	13	15	14	14	17	12	103
	Crews Delayed +2 Hours	4	1	9	2	5	9	4	34
	% Delayed +2 Hours	22%	8%	60%	14%	36%	53%	33%	33%
Buffalo	Train Crew Starts	51	38	34	44	46	43	47	303
	Crews Delayed +2 Hours	2	4	4	2	6	7	3	28
	% Delayed +2 Hours	4%	11%	12%	5%	13%	13%	6%	9%
Chicago	Train Crew Starts	26	26	26	29	24	27	23	181
	Crews Delayed +2 Hours	4	4	8	6	6	4	4	36
	% Delayed +2 Hours	15%	15%	31%	21%	25%	15%	17%	20%
Cincinnati	Train Crew Starts	38	32	31	29	30	35	28	223
	Crews Delayed +2 Hours	1	2	3	2	2	1	3	14
	% Delayed +2 Hours	3%	6%	10%	7%	7%	3%	11%	6%
Cleveland	Train Crew Starts	25	23	21	19	22	22	19	151
	Crews Delayed +2 Hours	9	7	3	4	8	9	4	44
	% Delayed +2 Hours	36%	30%	14%	21%	36%	41%	21%	29%
Cumberland	Train Crew Starts	33	28	28	29	31	33	29	211
	Crews Delayed +2 Hours	1	7	1	2	1	0	3	15
	% Delayed +2 Hours	3%	25%	4%	7%	3%	0%	10%	7%
Detroit	Train Crew Starts	7	3	4	5	5	6	5	35
	Crews Delayed +2 Hours	2	0	2	2	2	2	2	12
	% Delayed +2 Hours	29%	0%	50%	40%	40%	33%	40%	34%
Philadelphia	Train Crew Starts	11	12	13	11	11	10	10	78
	Crews Delayed +2 Hours	1	0	3	1	0	0	1	6
	% Delayed +2 Hours	9%	0%	23%	9%	0%	0%	10%	8%
Selkirk	Train Crew Starts	46	43	32	42	43	48	51	305
	Crews Delayed +2 Hours	11	11	12	5	11	15	19	84
	% Delayed +2 Hours	24%	26%	38%	12%	26%	31%	37%	28%
Toledo	Train Crew Starts	33	30	29	28	26	29	28	203
	Crews Delayed +2 Hours	5	2	2	1	0	4	6	20
	% Delayed +2 Hours	15%	7%	7%	4%	0%	14%	21%	10%
Willard	Train Crew Starts	47	41	33	36	41	45	45	288
	Crews Delayed +2 Hours	6	5	6	9	6	4	14	50
	% Delayed +2 Hours	13%	12%	18%	25%	15%	9%	31%	17%

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	01/12/02	01/13/02	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02	Total
Train Delay	Originating Train Starts	112	93	94	98	106	114	107	724
	Delayed Hours - Power	2	13	0	0	1	13	1	30
	Delayed Hours - Crews	16	3	20	0	0	1	6	46

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	01/12/02	01/13/02	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02	Average
Crew Availability		84%	83%	85%	85%	85%	85%	85%	85%

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	01/12/02	01/13/02	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02	Total
Crews/Recrews	Train Crew Starts	291	216	227	245	257	264	253	1753
	Recrews	13	4	5	1	4	4	6	37
	% Recrewed	4%	2%	2%	0%	2%	2%	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

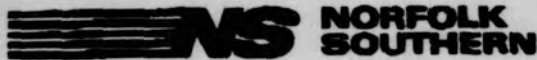
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	01/12/02	01/13/02	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02	Average
Locomotives	Gross Fleet Size	3863	3830	3835	3849	3841	3829	3847	3842
	Avg. Number Available	3405	3426	3406	3411	3416	3377	3389	3404
	OOS Ratio	5.5	5.2	5.0	5.3	5.0	5.2	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	01/12/02	01/13/02	01/14/02	01/15/02	01/16/02	01/17/02	01/18/02	Average
Train Delay	Philadelphia/South Jersey	0	1	0	0	2	4	2	1
	North Jersey	0	1	0	2	1	2	4	1
	Detroit	0	1	0	0	0	0	0	0

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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

George A. Aspatore
General Solicitor

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January 23, 2002

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 January 18, 2002, 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.

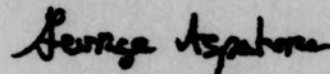
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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.
January 23, 2002
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,

A handwritten signature in dark ink, appearing to read "George Aspatore". The signature is fluid and cursive, with the first name "George" being more prominent.

George A. Aspatore
General Solicitor

Enclosures



Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2606
FAX: 757 629-2344

January 23, 2002

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:

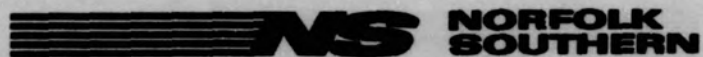
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 33 trains were held for terminal delays, 7 trains were held for crews, and 26 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 at North Yard, Oak Island and Pavonia. 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. Four trains were delayed 3 hours for lack of crews and 2 trains were delayed 9 hours for power. Fourteen originating trains were delayed a total of 39 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 28% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tony L. Ingram', followed by a horizontal line.

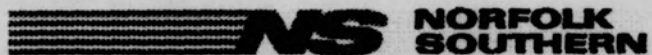


**NORFOLK
SOUTHERN**

For the week ending 1/18/02

Shared Asset Area - Yard Performance

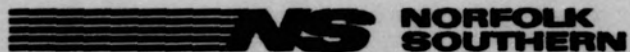
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	288	122	410	104	24.1
	#####	850	294	216	510	261	32.0
	#####	850	244	192	436	224	28.8
	#####	850	213	213	426	242	34.5
	#####	850	134	209	343	255	32.0
North Yard MI Average		850	235	190	425	217	31.1
Oak Island NJ	#####	1200	427	394	821	382	32.4
	#####	1200	352	322	674	406	36.9
	#####	1200	440	365	805	559	27.0
	#####	1200	465	290	755	419	27.7
	#####	1200	467	318	785	424	24.9
Oak Island NJ Average		1200	430	338	768	438	29.5
Pavonia NJ	#####	900	213	201	414	225	46.2
	#####	900	294	258	552	361	28.8
	#####	900	379	313	692	574	23.0
	#####	900	416	266	682	407	26.2
	#####	900	422	251	673	448	28.1
Pavonia Average		900	345	258	603	403	28.4



For the week ending 1/18/02

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	14-Jan	5	60%	40%	0%	0%	0%
	15-Jan	8	88%	13%	0%	0%	0%
	16-Jan	7	86%	14%	0%	0%	0%
	17-Jan	7	100%	0%	0%	0%	0%
	18-Jan	8	88%	13%	0%	0%	0%
Detroit Total		35	86%	14%	0%	0%	0%
North Jersey Total	14-Jan	3	100%	0%	0%	0%	0%
	15-Jan	8	63%	38%	0%	0%	0%
	16-Jan	7	29%	57%	14%	0%	0%
	17-Jan	8	38%	25%	13%	13%	13%
	18-Jan	7	57%	0%	29%	14%	0%
North Jersey Total		33	52%	27%	12%	6%	3%
South Jersey Total	14-Jan	1	100%	0%	0%	0%	0%
	15-Jan	4	75%	25%	0%	0%	0%
	16-Jan	3	33%	67%	0%	0%	0%
	17-Jan	3	33%	67%	0%	0%	0%
	18-Jan	3	67%	33%	0%	0%	0%
South Jersey Total		14	57%	43%	0%	0%	0%
Grand Total		82	67%	24%	5%	2%	1%

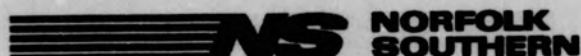


For the week ending 1/18/02

Shared Asset Area Trains Held

area	Sat 12-Jan	Sun 13-Jan	Mon 14-Jan	Tue 15-Jan	Wed 16-Jan	Thu 17-Jan	Fri 18-Jan	Grand Total
North Jersey	0	1	0	2	1	2	4	10
South Jersey	0	1	0	0	2	4	2	9
Detroit	0	1	0	0	0	0	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.



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	0	10	0	10
Total	0	0	0	10	0	10

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

NS Northern Region Train Starts and Delays

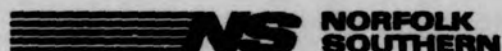
	Saturday 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	Grand Total
# of Train Starts	157	146	155	167	170	165	156	1116
Delay Cause								
Crew Delays (hrs)	2.9	9.2	1.0	5.3	2.9	4.6	6.5	32.4
Power Delays (hrs)	6.0	15.3	4.8	19.6	7.8	27.0	1.5	81.9

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	average
Fleet Size	3101	3105	3111	3115	3074	3126	3128	3109
available	2929	2938	2938	2936	2887	2926	2943	2928
out of service %	5.5%	5.4%	5.6%	5.7%	6.1%	6.4%	5.9%	5.8%

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



NS Crew Starts and Delays

		Saturday 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	total
Allentown	crew starts	13	17	15	18	18	17	17	115
	crews delayed	4	5	4	4	3	3	6	29
Bellevue	crew starts	35	36	35	41	41	40	43	271
	crews delayed	7	8	10	9	8	7	15	64
Buffalo	crew starts	24	24	23	23	27	23	25	169
	crews delayed	5	6	2	3	3	4	7	30
Chicago	crew starts	36	36	34	36	31	35	34	242
	crews delayed	17	12	12	13	15	19	16	104
Cincinnati	crew starts	37	31	28	30	34	28	31	219
	crews delayed	6	4	9	4	7	3	5	38
Cleveland	crew starts	8	9	6	8	10	10	11	62
	crews delayed	4	2	2	5	3	0	6	22
Conway	crew starts	56	46	39	49	51	50	53	344
	crews delayed	11	16	11	8	12	9	13	80
Detroit	crew starts	15	12	14	16	17	17	16	107
	crews delayed	3	3	2	4	4	3	3	22
Elkhart	crew starts	45	33	39	39	35	36	36	263
	crews delayed	19	12	21	17	15	12	21	117
Harrisburg	crew starts	56	50	39	52	57	54	54	362
	crews delayed	11	9	7	10	12	10	17	76
Toledo	crew starts	55	54	48	49	62	53	61	382
	crews delayed	8	7	9	9	10	8	17	68

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 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	average
availability%	76%	76%	77%	78%	78%	77%	77%	77%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 12-Jan	Sunday 13-Jan	Monday 14-Jan	Tuesday 15-Jan	Wednesday 16-Jan	Thursday 17-Jan	Friday 18-Jan	total
crew starts	358	305	276	309	336	318	328	2230
recrews	2	7	4	5	6	7	7	38

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