

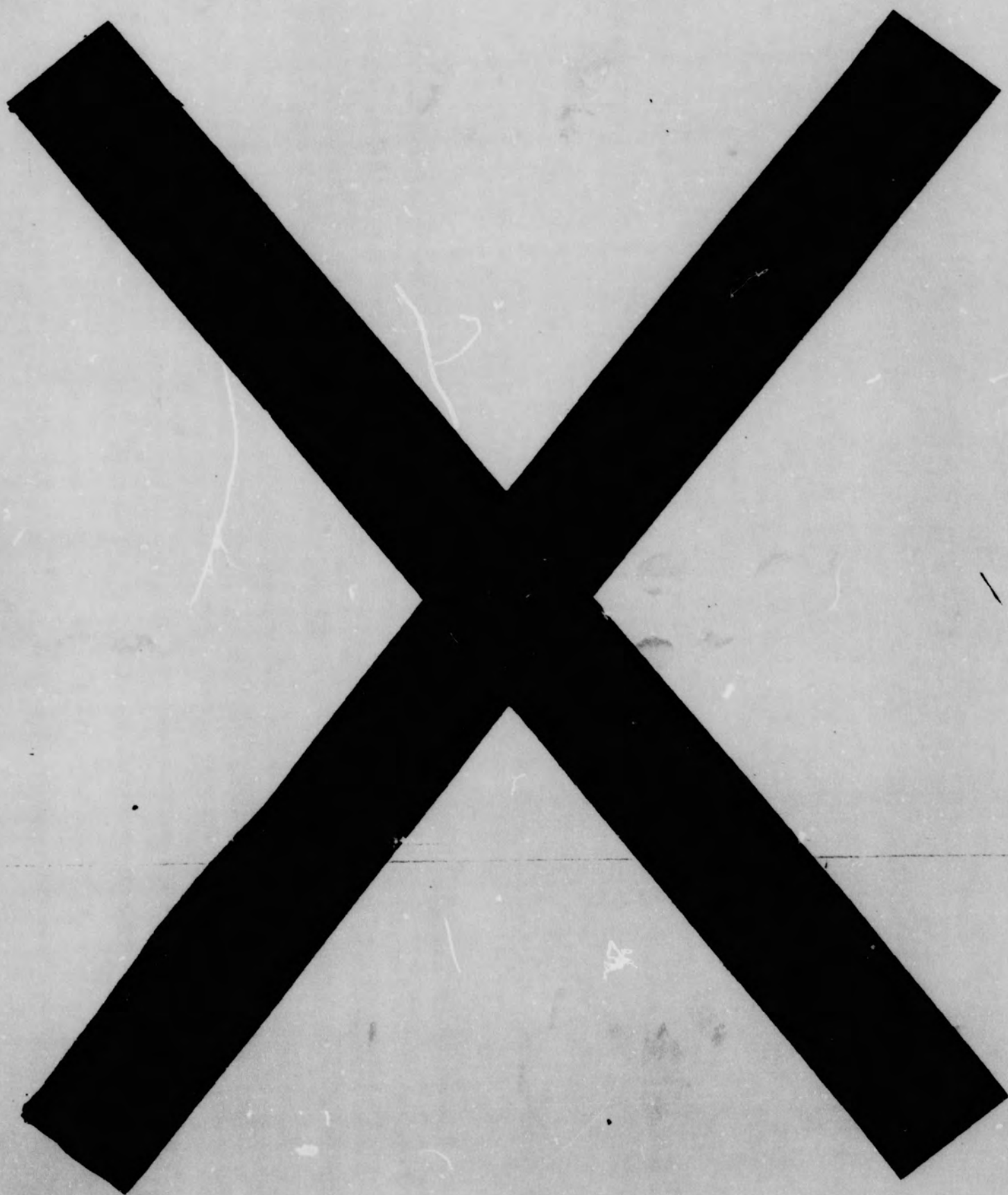
STB

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SURFACE TRANSPORTATION BOARD

Memorandum

DATE: November 8, 2001

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

FROM *Mel Clemens* 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 me or Ed Nelson.

Attachments

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

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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
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T. J. Stephenson
Assistant Vice President -
Service Measurements

November 7, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, November 2nd. Cars on-line decreased nearly 1000 cars from 235,050 to 234,052 cars. Train velocity improved slightly from 22.1 to 22.2 miles-per-hour, and terminal dwell improved from 24.4 to 23.6 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 four percentage points to 70%. The percent of trains in the more-than-six-hours-late category remained at the same percentage as last week, 8%.

Yards and Terminals

Nine 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 compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the I-95 corridor with 97%. Overall, the on-time-to-two-hours-late category was 78%, down eight percentage points from last week. The greater-than-six-hours-late category was 7%, up one percentage point from last week.

Shared Areas

Daily average on hand cars decreased at Oak Island, Pavonia and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.0 hours, down from 26.0 hours the prior week.

Additional Measurements

Train Delay Metric: For 737 train starts, weekly train delay totaled 17 hours for Power and 42 hours for Crew. Power delay hours and Crew delay hours both increased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 19.7% for the week, up from 18.6% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 81%, the same percentage for the fifth consecutive week.

Daily Number of Recrews Required: Of 1800 crew starts, 29 (2%) were recrews, same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3929, Average Available = 3524, and Out-of-Service Ratio = 4.9, improved from 5.3% recorded for the previous week.

Cars Offered in Interchange: averaged 248 cars daily, 22 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: 50% for 10 AMTRAK trains (Pittsburgh – Washington) and 91% 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 27 weeks.

Last week CSXT met the goal for 17 of the 18 key fourth quarter service measurements. Goals were met for FRA-reportable injuries and derailments, cars on-line, overall train velocity, merchandise train velocity, crews on duty greater than 12 hours, relief crews, crew delay hours, car dwell, right connection, on-time originations, on-time destination arrivals, 30-hour cars, industrial switching, hours of locomotive delay, and CSXT and leased locomotive out of service ratio.

Several measures set new records of performance last week. These included merchandise train velocity, crews on duty greater than 12 hours, relief crews, car dwell, on-time originations, on-time destination arrivals, 30-hour cars, and leased locomotive out of service ratio.

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

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 11/02/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	262	210	358	278	312
	Cars On Hand - Empty	313	287	367	399	424
	Cars On Hand - Total	575	497	725	677	736
	Cars Handled	282	332	601	537	565
	Dwell Hours	26.2	28.6	25.0	26.0	23.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	335	267	307	271	236
	Cars On Hand - Empty	141	257	386	373	388
	Cars On Hand - Total	476	524	693	644	624
	Cars Handled	258	468	533	565	286
	Dwell Hours	44.8	20.1	24.7	21.8	31.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	118	171	136	146	164
	Cars On Hand - Empty	114	82	168	100	80
	Cars On Hand - Total	232	253	304	246	244
	Cars Handled	187	226	366	184	304
	Dwell Hours	18.1	27.5	19.9	21.5	22.8

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

Overall terminal dwell time was 25.0 hours, down from 26.0 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01
North Jersey SAA	Number of Originations	3	4	6	9	8
	% Ontime	67%	75%	33%	67%	38%
	% Late 0-2 Hours	33%	25%	50%	11%	38%
	% Late 2-4 Hours	0%	0%	17%	11%	25%
	% Late 4-6 Hours	0%	0%	0%	11%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	100%	67%	33%	67%
	% Late 0-2 Hours	100%	0%	33%	33%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	33%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	7	8	8	8
	% Ontime	100%	71%	75%	88%	63%
	% Late 0-2 Hours	0%	29%	25%	13%	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%

CSX Comments: Total road train delays were 26 trains. Crew delays were 4 trains for 32 hours; 1 train was delayed 2 hours for power; originating trains 21 for 81 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	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01	Average
Cars Offered	NS	57	15	13	9	14	22
	All Other	281	250	265	105	230	226
	Total	338	265	278	114	244	248

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	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	50%	50%	50%	50%
MARC	Trains	18	18	18	18	18	90
	% On Time	89%	94%	94%	83%	94%	91%

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	10/27/01	10/28/01	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01	Total
Baltimore	Train Crew Starts	15	13	16	14	15	17	17	107
	Crews Delayed +2 Hours	7	6	6	5	5	3	11	43
	% Delayed +2 Hours	47%	46%	40%	36%	33%	18%	65%	40%
Buffalo	Train Crew Starts	47	41	35	47	54	48	45	317
	Crews Delayed +2 Hours	3	3	4	5	6	11	11	43
	% Delayed +2 Hours	6%	7%	11%	11%	11%	23%	24%	14%
Chicago	Train Crew Starts	27	26	22	27	23	30	28	183
	Crews Delayed +2 Hours	10	8	7	6	6	8	6	51
	% Delayed +2 Hours	37%	31%	32%	22%	26%	27%	21%	28%
Cincinnati	Train Crew Starts	41	32	33	37	32	30	35	240
	Crews Delayed +2 Hours	6	3	3	1	6	2	2	23
	% Delayed +2 Hours	15%	9%	9%	3%	19%	7%	6%	10%
Cleveland	Train Crew Starts	22	27	25	23	27	21	27	172
	Crews Delayed +2 Hours	7	3	6	3	2	3	2	26
	% Delayed +2 Hours	32%	11%	24%	13%	26%	14%	26%	15%
Cumberland	Train Crew Starts	29	26	26	23	29	30	28	191
	Crews Delayed +2 Hours	1	4	3	1	7	6	1	23
	% Delayed +2 Hours	3%	15%	12%	4%	24%	20%	4%	12%
Detroit	Train Crew Starts	5	4	4	5	6	5	6	35
	Crews Delayed +2 Hours	2	0	1	1	1	1	1	7
	% Delayed +2 Hours	40%	0%	25%	20%	17%	20%	17%	20%
Philadelphia	Train Crew Starts	13	12	14	14	16	15	13	97
	Crews Delayed +2 Hours	1	2	4	0	1	3	0	11
	% Delayed +2 Hours	8%	17%	29%	0%	6%	20%	0%	11%
Selkirk	Train Crew Starts	45	46	35	41	46	46	43	302
	Crews Delayed +2 Hours	12	5	4	10	13	13	7	64
	% Delayed +2 Hours	27%	11%	11%	24%	28%	28%	16%	21%
Toledo	Train Crew Starts	33	30	34	24	30	32	31	214
	Crews Delayed +2 Hours	9	2	2	3	4	5	7	32
	% Delayed +2 Hours	27%	7%	6%	13%	13%	16%	23%	15%
Willard	Train Crew Starts	46	42	34	40	50	39	45	296
	Crews Delayed +2 Hours	15	6	10	6	10	9	8	64
	% Delayed +2 Hours	33%	14%	29%	15%	20%	23%	18%	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	10/27/01	10/28/01	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01	Total
Train Delay	Originating Train Starts	97	104	98	95	112	116	115	737
	Delayed Hours - Power	0	0	3	1	10	1	2	17
	Delayed Hours - Crews	12	7	0	8	9	1	5	42

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	10/27/01	10/28/01	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01	Average
Crew Availability		79%	77%	80%	82%	82%	83%	84%	81%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	10/27/01	10/28/01	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01	Total
Crews/Recrews	Train Crew Starts	260	248	217	266	280	268	261	1800
	Recrews	4	6	2	3	6	4	4	29
	% Recrewed	2%	2%	1%	1%	2%	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	10/27/01	10/28/01	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01	Average
Locomotives	Gross Fleet Size	3943	3939	3923	3936	3926	3906	3928	3929
	Avg. Number Available	3533	3529	3540	3527	3532	3512	3498	3524
	OOS Ratio	4.9	5.1	5.4	4.8	4.6	4.6	4.8	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	10/27/01	10/28/01	10/29/01	10/30/01	10/31/01	11/01/01	11/02/01	Average
Train Delay	Philadelphia/South Jersey	1	2	0	1	2	1	0	1
	North Jersey	3	3	1	2	2	3	3	2
	Detroit	0	2	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.

George A. Aspatore
General Solicitor

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

November 7, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending November 2, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.
November 7, 2001
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

November 7, 2001

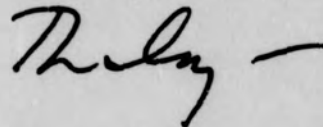
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

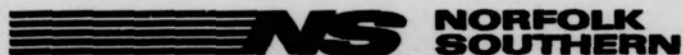
Dear Mr. Clemens:

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, 49 trains were held for terminal delays, 58 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, 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. Four trains were delayed 32 hours for lack of crews and 1 train was delayed 2 hours awaiting power. Twenty-one originating trains were delayed a total of 81 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 48% of the delay hours reported in the SAAs.

Sincerely,

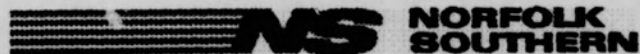
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For the week ending 11/2/01

Shared Asset Area - Yard Performance

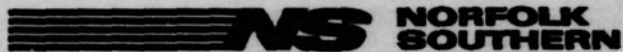
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	114	118	232	187	18.1
	#####	850	82	171	253	226	27.5
	#####	850	168	136	304	366	19.9
	#####	850	100	146	246	184	21.5
	#####	850	80	164	244	304	22.8
North Yard MI Average		850	109	147	256	253	21.9
Oak Island NJ	#####	1200	313	262	575	282	26.2
	#####	1200	287	210	497	332	28.6
	#####	1200	367	358	725	601	25.0
	#####	1200	399	278	677	537	26.0
	#####	1200	424	312	736	565	23.3
Oak Island NJ Average		1200	358	284	642	463	25.5
Pavonia NJ	#####	900	141	335	476	258	44.8
	#####	900	257	267	524	468	20.1
	#####	900	386	307	693	533	24.7
	#####	900	373	271	644	565	21.8
	#####	900	388	236	624	286	31.2
Pavonia Average		900	309	283	592	422	26.2



For the week ending 11/2/01

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	29-Oct	6	100%	0%	0%	0%	0%
	30-Oct	7	71%	29%	0%	0%	0%
	31-Oct	8	75%	25%	0%	0%	0%
	1-Nov	8	88%	13%	0%	0%	0%
	2-Nov	8	63%	38%	0%	0%	0%
Detroit Total		37	78%	22%	0%	0%	0%
North Jersey Total	29-Oct	3	67%	33%	0%	0%	0%
	30-Oct	4	75%	25%	0%	0%	0%
	31-Oct	6	33%	50%	17%	0%	0%
	1-Nov	9	67%	11%	11%	11%	0%
	2-Nov	8	38%	38%	25%	0%	0%
North Jersey Total		30	53%	30%	13%	3%	0%
South Jersey Total	29-Oct	1	0%	100%	0%	0%	0%
	30-Oct	3	100%	0%	0%	0%	0%
	31-Oct	3	67%	33%	0%	0%	0%
	1-Nov	3	33%	33%	0%	33%	0%
	2-Nov	3	67%	33%	0%	0%	0%
South Jersey Total		13	62%	31%	0%	8%	0%
Grand Total		80	66%	26%	5%	3%	0%

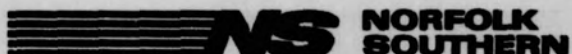


For the week ending 11/2/01

Shared Asset Area Trains Held

area	Sat 27-Oct	Sun 28-Oct	Mon 29-Oct	Tue 30-Oct	Wed 31-Oct	Thu 01-Nov	Fri 02-Nov	Grand Total
North Jersey	3	3	1	2	2	3	3	17
South Jersey	1	2	0	1	2	1	0	7
Detroit	0	2	0	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	60	0	0	61	31	152
Total	60	0	0	61	31	152

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

NS Northern Region Train Starts and Delays

	Saturday 27-Oct	Sunday 28-Oct	Monday 29-Oct	Tuesday 30-Oct	Wednesday 31-Oct	Thursday 1-Nov	Friday 2-Nov	Grand Total
# of Train Starts	159	130	145	165	171	176	152	1098
Delay Cause								
Crew Delays (hrs)	30.8	20.3	4.3	5.8	2.2	6.3	6.8	76.5
Power Delays (hrs)	51.8	45.5	61.0	89.0	11.0	80.5	127.5	466.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 27-Oct	Sunday 28-Oct	Monday 29-Oct	Tuesday 30-Oct	Wednesday 31-Oct	Thursday 1-Nov	Friday 2-Nov	average
Fleet Size	3194	3159	3136	3195	3175	3210	3198	3182
available	2998	2940	2926	2987	2967	2999	2986	2972
out of service %	6.1%	6.9%	6.7%	6.6%	6.6%	6.6%	6.6%	6.6%

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



NS Crew Starts and Delays

		Saturday 27-Oct	Sunday 28-Oct	Monday 29-Oct	Tuesday 30-Oct	Wednesday 31-Oct	Thursday 1-Nov	Friday 2-Nov	total
Allentown	crew starts	14	14	15	18	17	19	18	115
	crews delayed	4	3	1	2	1	3	3	17
Bellevue	crew starts	44	46	31	49	51	48	49	318
	crews delayed	12	11	7	12	10	7	13	72
Buffalo	crew starts	21	21	22	21	22	28	21	156
	crews delayed	4	2	2	5	3	6	3	25
Chicago	crew starts	40	38	32	36	38	41	38	263
	crews delayed	17	12	10	14	10	15	8	86
Cincinnati	crew starts	40	36	29	36	33	42	35	251
	crews delayed	6	13	5	5	4	8	8	50
Cleveland	crew starts	6	12	6	8	7	11	10	60
	crews delayed	4	3	0	2	4	6	4	23
Conway	crew starts	53	48	42	51	58	53	51	356
	crews delayed	9	13	5	9	20	13	11	80
Detroit	crew starts	22	14	18	20	23	19	20	136
	crews delayed	6	3	5	5	7	8	5	39
Elkhart	crew starts	43	45	44	45	44	39	46	306
	crews delayed	29	16	24	15	21	19	23	147
Harrisburg	crew starts	49	48	45	45	54	65	59	365
	crews delayed	11	7	14	6	12	24	17	91
Toledo	crew starts	57	57	53	50	61	64	61	403
	crews delayed	21	14	10	16	20	22	19	122

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 27-Oct	Sunday 28-Oct	Monday 29-Oct	Tuesday 30-Oct	Wednesday 31-Oct	Thursday 1-Nov	Friday 2-Nov	average
availability%	72%	73%	76%	79%	79%	79%	78%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 27-Oct	Sunday 28-Oct	Monday 29-Oct	Tuesday 30-Oct	Wednesday 31-Oct	Thursday 1-Nov	Friday 2-Nov	total
crew starts	325	308	289	319	357	360	339	2297
recrews	7	4	7	5	17	17	17	74

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

STB

FD-33388

11-7-01

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203855



STEPTOE & JOHNSON LLP

ATTORNEYS AT LAW

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Washington, DC 20036-1795Telephone 202.429.3000
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dcoburn@steptoel.com

November 7, 2001

**VIA HAND DELIVERY**

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
Room 711
1925 K Street, N.W.
Washington, D.C. 20423

ENTERED
Office of the Secretary

NOV 07 2001

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Public Record

D

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 June 1, 2001 and August 31, 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.

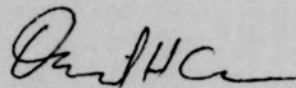
Please note that with respect to the attached New Jersey report, the data reflects the ultimate origin or destination of the surveyed traffic utilizing the George Washington Bridge. The report also shows the volume of surveyed traffic using other Hudson River crossings and the much larger volume of traffic 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
November 7, 2001
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 "D. H. Coburn", with a stylized flourish at the end.

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

Attachments

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

CSX CORPORATION
Intermodal Survey Report No. 11

November 7, 2001

New Jersey Terminals

Survey Results for June 1, 2001 through August 31, 2001

ST	CITY	INBOUND	OUTBOUND	TOTAL
CT	Milford	0	3	3
CT	New Milfo	2	0	2
CT	Old Sybro	0	1	1
CT	Somervill	1	0	1
CT	Stamford	8	9	17
MA	Springfiel	1	2	3
MA	Worcester	3	2	5
ME	Freeport	0	1	1
NH	Worcester	0	1	1
NY	Bronx	122	183	305
NY	Brooklyn	4	32	36
NY	Lonisland	6	11	17
NY	Manhattan	1	1	2
NY	Queens	4	15	19
NY	Staislan	4	0	4
NY	New York	1	0	1
NY	Syracuse	1	0	1
RI	Providenc	7	0	7
VT	Mancheste	1	0	1
<hr/>				
George Washington		166	261	427
<hr/>				
George Washington		166	261	427
Tappan Zee		7	7	14
Staten Is. Crossings		31	27	58
Manhattan Tunnels		4	4	8
All Other		10	10	20
<hr/>				
East of Hudson		218	309	527
West of Hudson		989	1926	2915
<hr/>				
GRAND TOTAL		1207	2235	3442

CSX CORPORATION
Intermodal Survey No. 11

November 7, 2001

Massachusetts Terminals

Survey Results for June 1, 2001 through August 31, 2001

ST CITY	INBOUND	OUTBOUND	TOTAL
George Washington Bridge	2	0	2
All Other	1233	1366	2599
GRAND TOTAL	1235	1366	2601

STB

FD-33388

11-1-01

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203829



SURFACE TRANSPORTATION BOARD

Memorandum



DATE: November 1, 2001

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 me or Ed Nelson.

Attachments

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

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Office of the Secretary

NOV -1 2001

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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

October 31, 2001

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, October 26th. Cars on-line increased from 234,623 to 235,050 cars. Train velocity remained the same as last week, 22.1 miles-per-hour. Terminal dwell increased slightly from 24.2 to 24.4 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 fourteen percentage points to 66%. The percent of trains in the more-than-six-hours-late category moved favorably six percentage points to 8%.

Yards and Terminals

Seven 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

Four of the six measured corridors showed an improvement compared to the prior 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 86%, up four percentage points from last week. The greater-than-six-hours-late category was 6%, down one percentage point from last week.

Shared Areas

Daily average on hand cars decreased at Oak Island and Pavonia and increased at North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.0 hours, up from 25.8 hours the prior week.

Additional Measurements

Train Delay Metric: For 702 train starts, weekly train delay totaled 6 hours for Power and 33 hours for Crew. Power delay hours decreased, and Crew delay hours increased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.6% for the week, improved from 18.8% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 81%, the same percentage for the fourth consecutive week.

Daily Number of Recrews Required: Of 1729 crew starts, 28 (2%) were recrews, same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3916, Average Available = 3518, and Out-of-Service Ratio = 5.3, down from 5.4% recorded for the previous week.

Cars Offered in Interchange: averaged 208 cars daily, 20 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: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 99% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 26 weeks.

Last week CSXT met the goal for 14 of the 18 key fourth quarter service measurements. Goals were met for FRA-reportable injuries, FRA-reportable derailments, cars on-line, overall train velocity, merchandise train velocity, crews on duty greater than 12 hours, crew delay hours, car dwell, on-time originations, on-time destination arrivals, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out of service ratio.

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

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

10/26/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/22/01	10/23/01	10/24/01	10/25/01	10/26/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	220	272	308	400	247
	Cars On Hand - Empty	289	294	422	462	378
	Cars On Hand - Total	509	566	730	862	625
	Cars Handled	324	414	517	634	431
	Dwell Hours	30.3	26.0	26.6	24.7	22.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	337	249	315	366	247
	Cars On Hand - Empty	184	178	386	352	376
	Cars On Hand - Total	521	427	701	718	623
	Cars Handled	304	242	378	673	411
	Dwell Hours	53.2	32.5	24.0	23.9	21.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	156	249	252	293	180
	Cars On Hand - Empty	95	86	124	116	127
	Cars On Hand - Total	251	335	376	409	307
	Cars Handled	191	282	167	249	211
	Dwell Hours	14.6	18.7	21.4	27.2	23.6

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

Overall terminal dwell time was 26.0 hours, up from 25.8 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/22/01	10/23/01	10/24/01	10/25/01	10/26/01
North Jersey SAA	Number of Originations	5	7	7	7	7
	% Ontime	100%	86%	71%	88%	57%
	% Late 0-2 Hours	0%	14%	0%	14%	43%
	% Late 2-4 Hours	0%	0%	29%	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	0%	100%	67%	33%	100%
	% Late 0-2 Hours	100%	0%	33%	67%	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	8	7	8	8	8
	% Ontime	67%	71%	50%	88%	50%
	% Late 0-2 Hours	33%	29%	38%	13%	38%
	% Late 2-4 Hours	0%	0%	13%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	13%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 31 trains. Crew delays were 3 trains for 19 hours; 2 trains were delayed 5 hours for power; originating trains 26 for 128 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 10/22/01	Tuesday 10/23/01	Wednesday 10/24/01	Thursday 10/25/01	Friday 10/26/01	Daily Average
Cars Offered	NS	20	30	4	11	36	20
	All Other	141	152	251	248	145	187
	Total	161	182	255	259	181	208

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 10/22/01	Tuesday 10/23/01	Wednesday 10/24/01	Thursday 10/25/01	Friday 10/26/01	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	0%	50%	0%	30%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	100%	94%	100%	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	10/20/01	10/21/01	10/22/01	10/23/01	10/24/01	10/25/01	10/26/01	Total
Baltimore	Train Crew Starts	20	11	12	15	13	17	16	104
	Crews Delayed +2 Hours	7	6	7	5	2	9	7	43
	% Delayed +2 Hours	35%	55%	58%	33%	15%	53%	44%	41%
Buffalo	Train Crew Starts	43	41	31	44	41	52	53	305
	Crews Delayed +2 Hours	1	6	3	7	0	3	4	24
	% Delayed +2 Hours	2%	15%	10%	16%	0%	6%	8%	8%
Chicago	Train Crew Starts	22	28	26	25	26	28	28	183
	Crews Delayed +2 Hours	10	10	10	6	8	6	10	60
	% Delayed +2 Hours	45%	36%	38%	24%	31%	21%	36%	33%
Cincinnati	Train Crew Starts	39	39	35	32	38	27	38	248
	Crews Delayed +2 Hours	4	5	4	6	4	4	7	34
	% Delayed +2 Hours	10%	13%	11%	19%	11%	15%	18%	14%
Cleveland	Train Crew Starts	25	29	23	25	25	25	26	178
	Crews Delayed +2 Hours	6	10	2	1	6	2	5	32
	% Delayed +2 Hours	24%	34%	9%	4%	24%	8%	19%	18%
Cumberland	Train Crew Starts	34	31	27	27	31	36	33	219
	Crews Delayed +2 Hours	1	2	0	2	4	5	5	19
	% Delayed +2 Hours	3%	6%	0%	7%	13%	14%	15%	9%
Detroit	Train Crew Starts	3	4	5	6	5	6	6	35
	Crews Delayed +2 Hours	0	0	1	2	2	1	2	8
	% Delayed +2 Hours	0%	0%	20%	33%	40%	17%	33%	23%
Philadelphia	Train Crew Starts	14	12	15	15	13	14	12	95
	Crews Delayed +2 Hours	2	3	0	0	0	3	0	8
	% Delayed +2 Hours	14%	25%	0%	0%	0%	21%	0%	8%
Selkirk	Train Crew Starts	46	35	29	39	46	44	46	285
	Crews Delayed +2 Hours	13	6	5	7	10	7	11	59
	% Delayed +2 Hours	28%	17%	17%	18%	22%	16%	24%	21%
Toledo	Train Crew Starts	34	29	31	30	30	27	27	208
	Crews Delayed +2 Hours	6	2	1	2	6	1	4	22
	% Delayed +2 Hours	18%	7%	3%	7%	20%	4%	15%	11%
Willard	Train Crew Starts	45	43	33	36	43	42	39	281
	Crews Delayed +2 Hours	9	14	6	9	9	8	13	68
	% Delayed +2 Hours	20%	33%	18%	25%	21%	19%	33%	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	10/20/01	10/21/01	10/22/01	10/23/01	10/24/01	10/25/01	10/26/01	Total
Train Delay	Originating Train Starts	95	106	82	94	103	105	117	702
	Delayed Hours - Power	1	0	0	0	0	1	4	6
	Delayed Hours - Crews	10	8	6	5	0	0	4	33

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	10/20/01	10/21/01	10/22/01	10/23/01	10/24/01	10/25/01	10/26/01	Average
Crew Availability		80%	79%	82%	82%	82%	82%	81%	81%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	10/20/01	10/21/01	10/22/01	10/23/01	10/24/01	10/25/01	10/26/01	Total
Crews/Recrews	Train Crew Starts	256	219	207	258	259	262	268	1729
	Recrews	3	3	4	5	3	4	6	28
	% Recrewed	1%	1%	2%	2%	1%	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	10/20/01	10/21/01	10/22/01	10/23/01	10/24/01	10/25/01	10/26/01	Average
Locomotives	Gross Fleet Size	3911	3916	3909	3913	3929	3916	3918	3916
	Avg. Number Available	3527	3495	3510	3523	3507	3514	3549	3518
	OOS Ratio	5.4	5.4	5.9	5.0	5.2	5.3	5.1	5.3

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	10/20/01	10/21/01	10/22/01	10/23/01	10/24/01	10/25/01	10/26/01	Average
Train Delay	Philadelphia/South Jersey	2	2	0	1	1	2	3	2
	North Jersey	4	4	2	1	3	1	2	2
	Detroit	0	1	0	1	1	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.

George A. Aspatore
General Solicitor

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

October 31, 2001

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 October 26, 2001, 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.
October 31, 2001
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

October 31, 2001

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

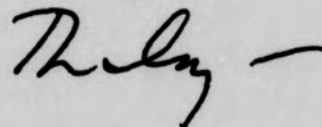
Dear Mr. Clemens:

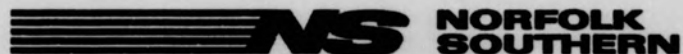
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 36 trains were held for terminal delays, 53 trains were held for crews, and 31 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 decreased at 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. Three trains were delayed 19 hours for lack of crews and 2 trains were delayed 5 hours for power. Twenty-six originating trains were delayed a total of 128 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 55% of the delay hours reported in the SAAs.

Sincerely,

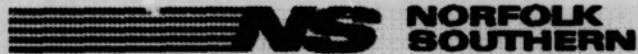
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For the week ending 10/26/01

Shared Asset Area - Yard Performance

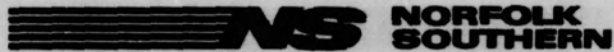
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	95	156	251	191	14.6
	#####	850	86	249	335	282	18.7
	#####	850	124	252	376	167	21.4
	#####	850	116	293	409	249	27.2
	#####	850	127	180	307	211	23.6
North Yard MI Average		850	110	226	336	220	21.3
Oak Island NJ	#####	1200	289	220	509	324	30.3
	#####	1200	294	272	566	414	26.0
	#####	1200	422	308	730	517	26.6
	#####	1200	462	400	862	634	24.7
	#####	1200	378	247	625	431	22.9
Oak Island NJ Average		1200	369	289	658	464	25.8
Pavonia NJ	#####	900	184	337	521	304	53.2
	#####	900	178	249	427	242	32.5
	#####	900	386	315	701	378	24.0
	#####	900	352	366	718	673	23.9
	#####	900	376	247	623	411	21.3
Pavonia Average		900	295	303	598	402	28.9



For the week ending 10/26/01

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	22-Oct	6	67%	33%	0%	0%	0%
	23-Oct	7	71%	29%	0%	0%	0%
	24-Oct	8	50%	38%	13%	0%	0%
	25-Oct	8	88%	13%	0%	0%	0%
	26-Oct	8	50%	38%	0%	13%	0%
Detroit Total		37	65%	30%	3%	3%	0%
North Jersey Total	22-Oct	5	100%	0%	0%	0%	0%
	23-Oct	7	86%	14%	0%	0%	0%
	24-Oct	7	71%	0%	29%	0%	0%
	25-Oct	7	86%	14%	0%	0%	0%
	26-Oct	7	57%	43%	0%	0%	0%
North Jersey Total		33	79%	15%	6%	0%	0%
South Jersey Total	22-Oct	1	0%	100%	0%	0%	0%
	23-Oct	3	100%	0%	0%	0%	0%
	24-Oct	3	67%	33%	0%	0%	0%
	25-Oct	3	33%	67%	0%	0%	0%
	26-Oct	3	100%	0%	0%	0%	0%
South Jersey Total		13	69%	31%	0%	0%	0%
Grand Total		83	71%	24%	4%	1%	0%

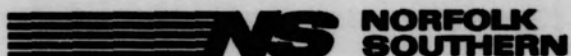


For the week ending 10/26/01

Shared Asset Area Trains Held

area	Sat 20-Oct	Sun 21-Oct	Mon 22-Oct	Tue 23-Oct	Wed 24-Oct	Thu 25-Oct	Fri 26-Oct	Grand Total
North Jersey	4	4	3	2	1	1	2	17
South Jersey	2	2	1	0	1	2	3	11
Detroit	0	1	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	286	45	90	55	27	503
Total	286	45	90	55	27	503

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

NS Northern Region Train Starts and Delays

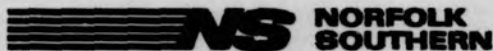
	Saturday 20-Oct	Sunday 21-Oct	Monday 22-Oct	Tuesday 23-Oct	Wednesday 24-Oct	Thursday 25-Oct	Friday 26-Oct	Grand Total
# of Train Starts	144	138	143	165	160	171	167	1088
Delay Cause								
Crew Delays (hrs)	26.4	8.1	1.1	2.3	4.9	8.8	30.0	81.6
Power Delays (hrs)	51.8	45.5	0.0	31.8	89.5	96.5	248.3	563.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 20-Oct	Sunday 21-Oct	Monday 22-Oct	Tuesday 23-Oct	Wednesday 24-Oct	Thursday 25-Oct	Friday 26-Oct	average
Fleet Size	3207	3161	3143	3138	3153	3152	3161	3159
available	3029	2975	2935	2945	2952	2965	2969	2967
out of service %	5.6%	5.9%	6.6%	6.2%	6.4%	5.9%	6.1%	6.1%

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



NS Crew Starts and Delays

		Saturday 20-Oct	Sunday 21-Oct	Monday 22-Oct	Tuesday 23-Oct	Wednesday 24-Oct	Thursday 25-Oct	Friday 26-Oct	total
Allentown	crew starts	17	14	18	18	15	20	15	117
	crews delayed	7	4	6	1	5	8	3	34
Bellevue	crew starts	38	38	35	45	40	52	41	289
	crews delayed	5	10	6	5	12	14	9	61
Buffalo	crew starts	22	22	21	21	24	23	22	155
	crews delayed	5	4	3	2	3	3	5	25
Chicago	crew starts	36	33	36	34	35	37	38	249
	crews delayed	17	13	14	11	11	12	11	89
Cincinnati	crew starts	35	36	35	39	36	33	45	259
	crews delayed	2	4	11	12	6	4	9	48
Cleveland	crew starts	8	6	8	5	10	10	6	53
	crews delayed	5	0	3	1	1	4	2	16
Conway	crew starts	52	51	44	44	53	52	57	353
	crews delayed	11	10	7	8	6	9	12	65
Detroit	crew starts	16	13	19	24	16	22	17	127
	crews delayed	3	2	5	4	5	9	4	32
Elkhart	crew starts	48	40	37	40	41	37	40	283
	crews delayed	21	23	17	22	10	15	18	126
Harrisburg	crew starts	51	50	43	47	55	58	62	366
	crews delayed	11	18	7	6	17	14	13	86
Toledo	crew starts	53	58	58	49	54	60	62	394
	crews delayed	13	14	12	10	11	19	16	95

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 20-Oct	Sunday 21-Oct	Monday 22-Oct	Tuesday 23-Oct	Wednesday 24-Oct	Thursday 25-Oct	Friday 26-Oct	average
availability%	70%	70%	75%	78%	79%	78%	76%	75%

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

NS Northern Region Crew Starts and Recrews

	Saturday 20-Oct	Sunday 21-Oct	Monday 22-Oct	Tuesday 23-Oct	Wednesday 24-Oct	Thursday 25-Oct	Friday 26-Oct	total
crew starts	322	295	288	306	346	342	337	2236
recrews	16	9	12	12	12	17	17	95

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

10-25-01

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SURFACE TRANSPORTATION BOARD

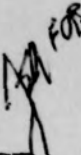
Memorandum




203903

DATE: October 25, 2001

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 me or Ed Nelson.

Attachments

cc: Chairman Morgan
Vice Chairman Clyburn
Commissioner 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

October 24, 2001

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, October 19th. Cars on-line decreased precipitously from 240,442 to 234,623 cars. The RAILINC Technology group is investigating the cause of this sudden drop in cars. It was discovered that a program that processes "deletes" from UMLER had not run for nearly three months. The program was run late last week and resulted in the reduction in the number of cars on-line. RAILINC is continuing their investigation with emphasis on validating the new numbers. Train velocity improved from 21.9 miles-per-hour to 22.1 miles-per-hour. Terminal dwell improved slightly from 24.3 to 24.2 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 twelve percentage points to 80%. The percent of trains in the more-than-six-hours-late category moved unfavorably twelve percentage points to 14%. This adverse performance is a result of a series of individual events in the lane this week, including a broken rail, a derailment, and a frozen locomotive traction motor. It also follows a week of exceptional performance, which is expected to return.

Yards and Terminals

Seven 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

Five of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 93%.

Overall, the on-time-to-two-hours-late category was 82%, up six percentage points from last week. The greater-than-six-hours-late category was 7%, down three percentage points from last week.

Shared Areas

Daily average on hand cars decreased at Oak Island and North Yard and increased at Pavonia. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.8 hours, down from 26.2 hours the prior week.

Additional Measurements

Train Delay Metric: For 698 train starts, weekly train delay totaled 25 hours for Power and 9 hours for Crew. Power delay hours decreased, and Crew delay hours increased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.8% for the week, improved from 19.7% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 81%, the same percentage for the third consecutive week.

Daily Number of Recrews Required: Of 1734 crew starts, 36 (2%) were recrews, down 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 = 3929, Average Available = 3529, and Out-of-Service Ratio = 5.4, up from 4.8% recorded for the previous week.

Cars Offered in Interchange: averaged 185 cars daily, 19 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: 80% for 10 AMTRAK trains (Pittsburgh – Washington) and 100% 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 25 weeks.

Last week CSXT met the goal for 11 of the 18 key third quarter service measurements. Goals were met for FRA-reportable derailments, cars on-line, overall train velocity, merchandise train velocity, crew delay hours, car dwell, on-time originations, on-time destination arrivals, 30-hour cars, industrial switching, and hours of locomotive delay.

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

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 10/19/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	259	283	327	372	319
	Cars On Hand - Empty	384	399	445	409	419
	Cars On Hand - Total	643	682	772	781	738
	Cars Handled	340	464	633	639	569
	Dwell Hours	40.8	21.1	28.6	26.4	28.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	394	258	323	383	358
	Cars On Hand - Empty	166	197	339	330	354
	Cars On Hand - Total	560	455	662	713	712
	Cars Handled	426	439	519	602	501
	Dwell Hours	45.0	23.1	15.2	15.3	33.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	147	196	203	201	170
	Cars On Hand - Empty	69	112	157	137	131
	Cars On Hand - Total	216	308	360	338	301
	Cars Handled	149	232	326	259	251
	Dwell Hours	30.4	23.4	26.2	34.1	30.5

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

Overall terminal dwell time was 25.8 hours, down 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	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01
North Jersey SAA	Number of Originations	3	7	8	9	7
	% Ontime	100%	71%	63%	33%	57%
	% Late 0-2 Hours	0%	29%	25%	44%	14%
	% Late 2-4 Hours	0%	0%	0%	22%	29%
	% Late 4-6 Hours	0%	0%	13%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	2	3	3
	% Ontime	0%	67%	100%	67%	67%
	% Late 0-2 Hours	0%	33%	0%	0%	33%
	% Late 2-4 Hours	100%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	33%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	7	8	8	8
	% Ontime	83%	57%	75%	50%	88%
	% Late 0-2 Hours	17%	43%	25%	50%	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 30 trains. Crew delays were 4 trains for 10 hours; 2 trains were delayed 8 hours for power; originating trains 26 for 116 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	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01	Average
Cars Offered	NS	8	17	27	14	29	19
	All Other	191	202	56	162	217	166
	Total	199	219	83	176	246	185

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	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	100%	50%	80%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	100%	100%	100%	100%	100%

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	10/13/01	10/14/01	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01	Total
Baltimore	Train Crew Starts	14	13	17	16	14	15	17	106
	Crews Delayed +2 Hours	4	6	5	6	3	6	5	35
	% Delayed +2 Hours	29%	46%	29%	38%	21%	40%	29%	33%
Buffalo	Train Crew Starts	47	38	35	43	46	41	48	298
	Crews Delayed +2 Hours	4	5	5	4	6	6	6	36
	% Delayed +2 Hours	9%	13%	14%	9%	13%	15%	13%	12%
Chicago	Train Crew Starts	24	25	24	25	25	23	23	169
	Crews Delayed +2 Hours	6	6	6	5	6	7	8	44
	% Delayed +2 Hours	25%	24%	25%	20%	24%	30%	35%	26%
Cincinnati	Train Crew Starts	42	34	28	38	34	38	35	249
	Crews Delayed +2 Hours	3	4	5	6	3	6	3	30
	% Delayed +2 Hours	7%	12%	18%	16%	9%	16%	9%	12%
Cleveland	Train Crew Starts	35	17	26	25	23	24	24	174
	Crews Delayed +2 Hours	12	8	5	2	4	6	5	42
	% Delayed +2 Hours	34%	47%	19%	8%	17%	25%	21%	24%
Cumberland	Train Crew Starts	33	31	29	30	34	28	30	215
	Crews Delayed +2 Hours	0	1	3	0	1	7	2	14
	% Delayed +2 Hours	0%	3%	10%	0%	3%	25%	7%	7%
Detroit	Train Crew Starts	3	2	3	6	5	6	5	30
	Crews Delayed +2 Hours	1	0	1	1	2	3	1	9
	% Delayed +2 Hours	33%	0%	33%	17%	40%	50%	20%	30%
Philadelphia	Train Crew Starts	9	14	9	12	13	14	10	81
	Crews Delayed +2 Hours	0	1	1	1	0	2	1	6
	% Delayed +2 Hours	0%	7%	11%	8%	0%	14%	10%	7%
Selkirk	Train Crew Starts	47	39	27	43	48	46	49	299
	Crews Delayed +2 Hours	16	10	2	9	4	8	7	56
	% Delayed +2 Hours	34%	26%	7%	21%	8%	17%	14%	19%
Toledo	Train Crew Starts	32	33	33	25	30	34	29	216
	Crews Delayed +2 Hours	5	7	4	6	2	8	5	37
	% Delayed +2 Hours	16%	21%	12%	24%	7%	24%	17%	17%
Willard	Train Crew Starts	36	40	36	35	46	37	49	279
	Crews Delayed +2 Hours	9	12	9	9	8	8	11	66
	% Delayed +2 Hours	25%	30%	25%	26%	17%	22%	22%	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	10/13/01	10/14/01	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01	Total
Train Delay	Originating Train Starts	97	97	87	94	112	99	112	698
	Delayed Hours - Power	2	2	0	0	4	6	11	25
	Delayed Hours - Crews	3	2	3	0	1	0	0	9

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	10/13/01	10/14/01	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01	Average
Crew Availability		80%	79%	81%	82%	83%	83%	82%	81%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	10/13/01	10/14/01	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01	Total
Crews/Recrews	Train Crew Starts	261	222	218	237	277	247	272	1734
	Recrews	6	8	2	4	5	8	3	36
	% Recrewed	2%	4%	1%	2%	2%	3%	1%	2%

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

Surface Transportation Board
Performance Measures
CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	10/13/01	10/14/01	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01	Average
Locomotives	Gross Fleet Size	3916	3889	3923	3953	3959	3938	3924	3929
	Avg. Number Available	3519	3494	3520	3544	3569	3535	3519	3529
	OOS Ratio	5.0	5.8	5.9	5.3	5.3	5.0	5.2	5.4

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	10/13/01	10/14/01	10/15/01	10/16/01	10/17/01	10/18/01	10/19/01	Average
Train Delay	Philadelphia/South Jersey	3	1	0	1	2	1	1	1
	North Jersey	6	3	2	2	3	3	3	3
	Detroit	0	0	0	0	0	0	1	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.

George A. Aspatore
General Solicitor

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

October 25, 2001

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 October 19, 2001, 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.
October 25, 2001
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

October 25, 2001

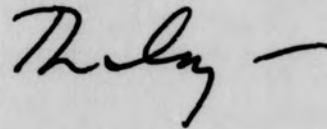
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

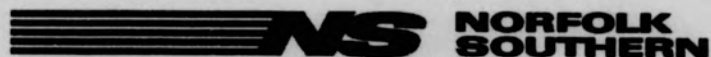
Dear Mr. Clemens:

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 decreased. On the monitored corridors and Chicago gateway operations, 69 trains were held for terminal delays, 53 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. Nine trains were delayed 40 hours for lack of crews and 6 trains were delayed 32 hours awaiting power. Twenty-five originating trains were delayed a total of 60 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 48% of the delay hours reported in the SAAs.

Sincerely,

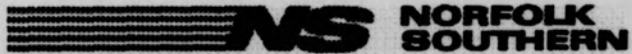




For the week ending 10/19/01

Shared Asset Area - Yard Performance

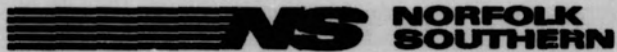
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	10/15/2001	850	69	147	216	149	30.4
	10/16/2001	850	112	196	308	232	23.4
	10/17/2001	850	157	203	360	326	26.2
	10/18/2001	850	137	201	338	259	34.1
	10/19/2001	850	131	170	301	251	30.5
North Yard MI Average		850	121	183	305	243	28.7
Oak Island NJ	10/15/2001	1200	384	259	643	340	40.8
	10/16/2001	1200	399	283	682	464	21.1
	10/17/2001	1200	445	327	772	633	28.6
	10/18/2001	1200	409	372	781	639	26.4
	10/19/2001	1200	419	319	738	569	28.7
Oak Island NJ Average		1200	411	312	723	529	28.3
Pavonia NJ	10/15/2001	900	166	394	560	426	45.0
	10/16/2001	900	197	258	455	439	23.1
	10/17/2001	900	339	323	662	519	15.2
	10/18/2001	900	330	383	713	602	15.3
	10/19/2001	900	354	358	712	501	33.4
Pavonia Average		900	277	343	620	497	25.4



For the week ending 10/19/01

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	15-Oct	6	83%	17%	0%	0%	0%
	16-Oct	7	57%	43%	0%	0%	0%
	17-Oct	8	75%	25%	0%	0%	0%
	18-Oct	8	50%	50%	0%	0%	0%
	19-Oct	8	88%	13%	0%	0%	0%
Detroit Total		37	70%	30%	0%	0%	0%
North Jersey Total	15-Oct	3	100%	0%	0%	0%	0%
	16-Oct	7	71%	29%	0%	0%	0%
	17-Oct	8	63%	25%	0%	13%	0%
	18-Oct	9	33%	44%	22%	0%	0%
	19-Oct	7	57%	14%	29%	0%	0%
North Jersey Total		34	59%	26%	12%	3%	0%
South Jersey Total	15-Oct	1	0%	0%	100%	0%	0%
	16-Oct	3	67%	33%	0%	0%	0%
	17-Oct	2	100%	0%	0%	0%	0%
	18-Oct	3	67%	0%	0%	33%	0%
	19-Oct	3	67%	33%	0%	0%	0%
South Jersey Total		12	67%	17%	8%	8%	0%
Grand Total		83	65%	27%	6%	2%	0%

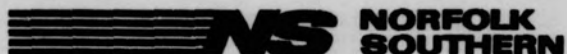


For the week ending 10/19/01

Shared Asset Area Trains Held

area	Sat 13-Oct	Sun 14-Oct	Mon 15-Oct	Tue 16-Oct	Wed 17-Oct	Thu 18-Oct	Fri 19-Oct	Grand Total
North Jersey	6	3	2	2	3	3	3	22
South Jersey	3	1	0	1	2	1	1	9
Detroit	0	0	0	0	0	0	1	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	6	0	143	0	149
Total	0	6	0	143	0	149

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

NS Northern Region Train Starts and Delays

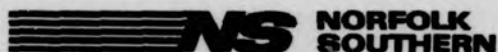
	Saturday 13-Oct	Sunday 14-Oct	Monday 15-Oct	Tuesday 16-Oct	Wednesday 17-Oct	Thursday 18-Oct	Friday 19-Oct	Grand Total
# of Train Starts	145	130	145	155	153	156	162	1046
Delay Cause								
Crew Delays (hrs)	46.7	26.8	36.0	11.8	11.0	11.3	4.0	147.6
Power Delays (hrs)	62.5	11.0	6.8	84.3	42.8	67.0	15.3	289.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 13-Oct	Sunday 14-Oct	Monday 15-Oct	Tuesday 16-Oct	Wednesday 17-Oct	Thursday 18-Oct	Friday 19-Oct	average
Fleet Size	3173	3155	3187	3190	3234	3198	3208	3192
available	2968	2968	2988	2999	3063	3022	3027	3005
out of service %	6.5%	5.9%	6.2%	6.0%	5.3%	5.5%	5.6%	5.9%

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



NS Crew Starts and Delays

		Saturday 13-Oct	Sunday 14-Oct	Monday 15-Oct	Tuesday 16-Oct	Wednesday 17-Oct	Thursday 18-Oct	Friday 19-Oct	total
Allentown	crew starts	12	15	15	17	17	19	16	111
	crews delayed	3	4	6	1	4	2	4	24
Bellevue	crew starts	46	43	35	47	46	42	40	299
	crews delayed	8	8	7	13	10	10	8	64
Buffalo	crew starts	23	19	21	22	23	23	25	156
	crews delayed	3	3	4	3	3	5	3	24
Chicago	crew starts	34	38	36	36	40	41	38	263
	crews delayed	16	13	13	12	18	11	11	94
Cincinnati	crew starts	39	39	31	35	51	39	37	271
	crews delayed	4	8	3	8	5	13	3	44
Cleveland	crew starts	8	7	8	3	5	10	9	50
	crews delayed	3	3	4	0	3	4	3	20
Conway	crew starts	47	48	47	43	56	50	46	337
	crews delayed	6	10	7	7	17	9	8	64
Detroit	crew starts	17	12	15	20	19	19	20	122
	crews delayed	3	5	5	7	3	1	4	28
Elkhart	crew starts	47	48	43	29	51	42	43	303
	crews delayed	20	23	28	8	25	19	24	147
Harrisburg	crew starts	50	47	37	40	58	55	53	340
	crews delayed	14	13	6	9	20	19	12	93
Toledo	crew starts	53	56	50	35	62	60	49	365
	crews delayed	9	9	8	14	12	24	24	100

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 13-Oct	Sunday 14-Oct	Monday 15-Oct	Tuesday 16-Oct	Wednesday 17-Oct	Thursday 18-Oct	Friday 19-Oct	average
availability%	75%	74%	76%	78%	78%	78%	75%	76%

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

NS Northern Region Crew Starts and Recrews

	Saturday 13-Oct	Sunday 14-Oct	Monday 15-Oct	Tuesday 16-Oct	Wednesday 17-Oct	Thursday 18-Oct	Friday 19-Oct	total
crew starts	315	290	288	277	338	338	319	2165
recrews	20	12	7	18	9	9	16	91

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

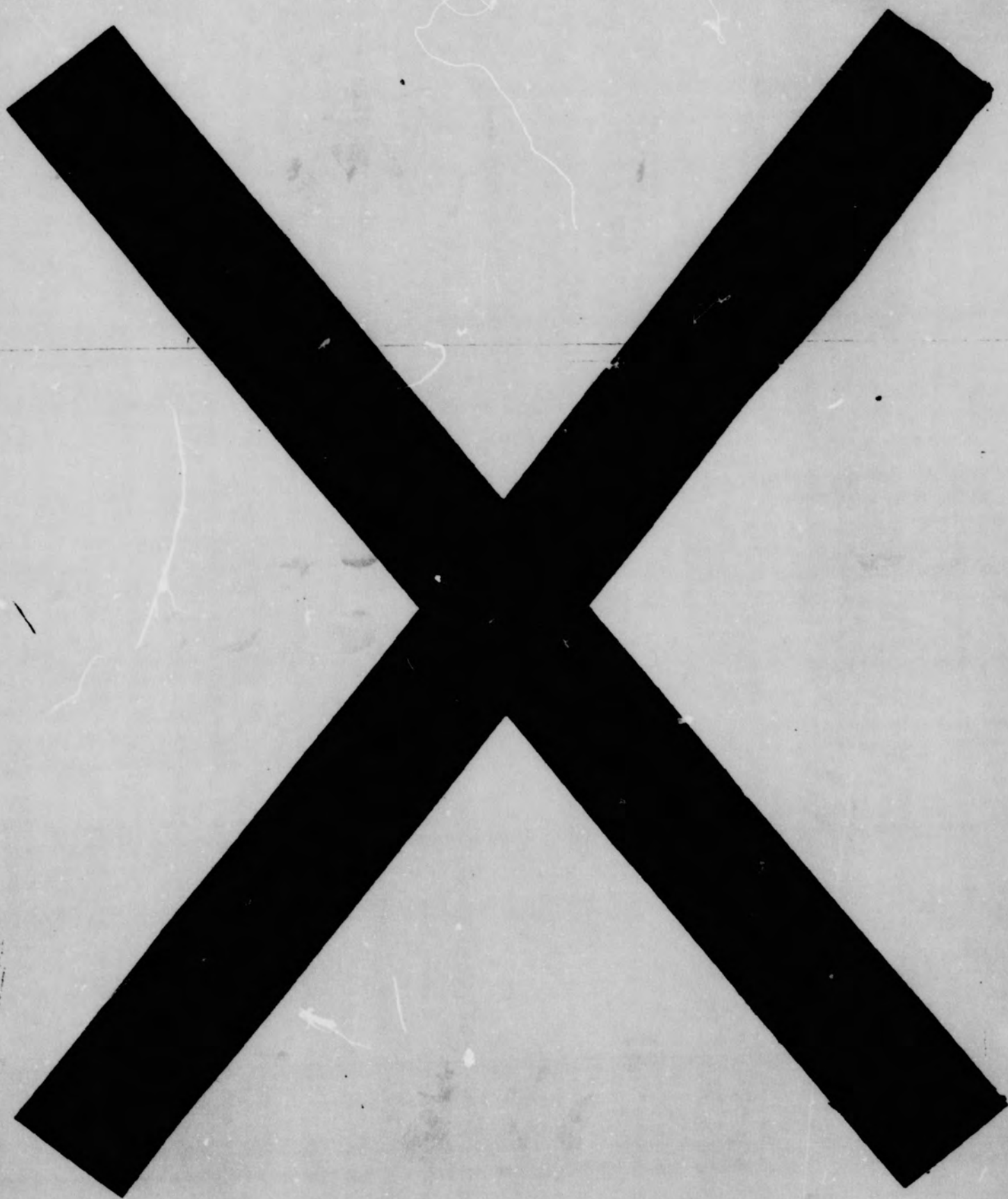
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SURFACE TRANSPORTATION BOARD

Memorandum



DATE: October 18, 2001

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

FROM *[Signature]*: 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 me or Ed Nelson.

Attachments

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

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Office of the Secretary

OCT 19 2001

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

October 17, 2001

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, October 12th. Cars on-line decreased from 241,457 to 240,442 cars. Train velocity was 21.9 miles-per-hour, down from 22.4 miles-per-hour recorded for last week. Terminal dwell improved slightly from 24.4 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 twelve percentage points to 92%. The percent of trains in the more-than-six-hours-late category moved favorably two percentage points to 2%.

Yards and Terminals

Nine 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 compared to the prior 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 76%, down six percentage points from last week. The greater-than-six-hours-late category was 10%, up three percentage points from last week.

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OFFICE OF COMPLIANCE
AND ENFORCEMENT

Shared Areas

Daily average on hand cars increased at Oak Island, Pavonia, and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.2 hours, up from 25.6 hours the prior week.

Additional Measurements

Train Delay Metric: For 715 train starts, weekly train delay totaled 36 hours for Power and 7 hours for Crew. Power delay hours and Crew delay hours decreased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 19.7% for the week, improved from 22.7% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 81%, the same percentage as last week.

Daily Number of Recrews Required: Of 1741 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 = 3901, Average Available = 3534, and Out-of-Service Ratio = 4.8%, improving from 5.1% recorded for the previous week.

Cars Offered in Interchange: averaged 276 cars daily, 20 of which were for the Norfolk Southern. The NS-offered decreased, while the total-offered increased from the prior week.

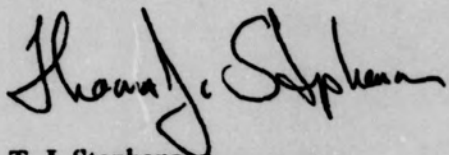
On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh - Washington) and 96% for 81 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 24 weeks.

Last week CSXT met the goal for 14 of the 18 key third quarter service measurements. Goals were met for FRA-reportable derailments, overall train velocity, merchandise train velocity, crews on duty more than 12 hours, relief crews, crew delay hours, car dwell, on-time originations, on-time destination arrivals, 30-hour cars, industrial switching, hours of locomotive delay, CSXT locomotive out-of-service ratio, and leased locomotive out-of-service ratio.

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

Sincerely,

A handwritten signature in dark ink, appearing to read "T. J. Stephenson". The signature is fluid and cursive, with the first name "T. J." and last name "Stephenson" clearly distinguishable.

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 10/12/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	314	350	430	444	476
	Cars On Hand - Empty	370	385	497	492	407
	Cars On Hand - Total	684	735	927	936	883
	Cars Handled	419	403	554	542	562
	Dwell Hours	32.5	30.2	25.3	31.7	23.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	282	232	276	298	287
	Cars On Hand - Empty	165	285	227	444	332
	Cars On Hand - Total	447	517	503	742	619
	Cars Handled	319	295	327	489	333
	Dwell Hours	32.7	26.6	21.7	21.7	28.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	135	173	218	244	216
	Cars On Hand - Empty	102	138	133	145	81
	Cars On Hand - Total	237	311	351	389	297
	Cars Handled	155	200	185	275	239
	Dwell Hours	25.9	15.3	18.5	24.2	23.6

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

Overall terminal dwell time was 26.2 hours, up from 25.6 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01
North Jersey SAA	Number of Originations	3	6	8	9	7
	% Ontime	67%	67%	75%	44%	57%
	% Late 0-2 Hours	33%	17%	25%	22%	43%
	% Late 2-4 Hours	0%	0%	0%	22%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	17%	0%	11%	0%
South Jersey SAA	Number of Originations	0	3	3	3	3
	% Ontime	0%	100%	100%	67%	33%
	% Late 0-2 Hours	0%	0%	0%	33%	67%
	% 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	100%	88%	63%	75%	79%
	% Late 0-2 Hours	0%	13%	25%	25%	18%
	% Late 2-4 Hours	0%	0%	13%	0%	3%
	% 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 27 trains. Crew delays were 4 trains for 9 hours; 2 trains were delayed 16 hours for power; originating trains 21 for 104 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	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01	Average
Cars Offered	NS	18	18	39	10	15	20
	All Other	253	292	300	265	168	256
	Total	271	310	339	275	183	276

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	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	0%	0%	100%	40%
MARC	Trains	9	18	18	18	18	81
	% On Time	89%	94%	94%	100%	100%	96%

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	10/06/01	10/07/01	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01	Total
Baltimore	Train Crew Starts	18	12	14	17	17	18	14	110
	Crews Delayed +2 Hours	8	5	6	5	6	2	2	34
	% Delayed +2 Hours	44%	42%	43%	29%	35%	11%	14%	31%
Buffalo	Train Crew Starts	46	37	36	42	45	44	51	301
	Crews Delayed +2 Hours	7	3	6	7	4	4	5	36
	% Delayed +2 Hours	15%	8%	17%	17%	9%	9%	10%	12%
Chicago	Train Crew Starts	26	25	24	23	26	28	21	173
	Crews Delayed +2 Hours	6	4	7	4	4	7	5	37
	% Delayed +2 Hours	23%	16%	29%	17%	15%	25%	24%	21%
Cincinnati	Train Crew Starts	41	39	32	34	40	33	35	254
	Crews Delayed +2 Hours	7	10	3	4	4	4	5	37
	% Delayed +2 Hours	17%	26%	9%	12%	10%	12%	14%	15%
Cleveland	Train Crew Starts	27	22	21	20	24	27	23	164
	Crews Delayed +2 Hours	7	8	2	8	7	10	10	52
	% Delayed +2 Hours	26%	36%	10%	40%	29%	37%	43%	32%
Cumberland	Train Crew Starts	28	27	31	30	30	32	38	216
	Crews Delayed +2 Hours	9	3	4	0	2	1	5	24
	% Delayed +2 Hours	32%	11%	13%	0%	7%	3%	13%	11%
Detroit	Train Crew Starts	6	6	4	6	4	4	5	35
	Crews Delayed +2 Hours	1	0	1	1	1	1	1	6
	% Delayed +2 Hours	17%	0%	25%	17%	25%	25%	20%	17%
Philadelphia	Train Crew Starts	13	14	11	12	15	13	13	91
	Crews Delayed +2 Hours	2	4	3	2	1	1	0	13
	% Delayed +2 Hours	15%	29%	27%	17%	7%	8%	0%	14%
Selkirk	Train Crew Starts	44	41	24	43	39	48	47	286
	Crews Delayed +2 Hours	6	11	5	9	12	10	13	66
	% Delayed +2 Hours	14%	27%	21%	21%	31%	21%	28%	23%
Toledo	Train Crew Starts	35	36	28	35	33	28	30	225
	Crews Delayed +2 Hours	5	9	4	6	4	5	6	39
	% Delayed +2 Hours	14%	25%	14%	17%	12%	18%	20%	17%
Willard	Train Crew Starts	45	37	34	36	47	41	45	285
	Crews Delayed +2 Hours	9	9	8	12	5	8	10	61
	% Delayed +2 Hours	20%	24%	24%	33%	11%	20%	22%	21%

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	10/06/01	10/07/01	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01	Total
Train Delay	Originating Train Starts	97	103	91	98	107	105	114	715
	Delayed Hours - Power	16	7	0	1	4	6	2	36
	Delayed Hours - Crews	2	0	0	2	3	0	0	7

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	10/06/01	10/07/01	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01	Average
Crew Availability		80%	79%	79%	82%	83%	84%	82%	81%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	10/06/01	10/07/01	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01	Total
Crews/Recrews	Train Crew Starts	260	223	201	257	260	269	271	1741
	Recrews	14	4	1	5	1	11	8	44
	% Recrewed	5%	2%	0%	2%	0%	4%	3%	3%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

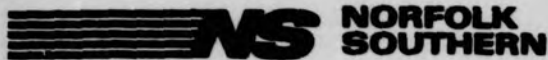
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	10/06/01	10/07/01	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01	Average
Locomotives	Gross Fleet Size	3880	3876	3890	3899	3897	3935	3929	3901
	Avg. Number Available	3523	3513	3504	3545	3541	3561	3551	3534
	OOS Ratio	4.8	4.9	5.0	4.7	4.6	4.6	4.9	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	10/06/01	10/07/01	10/08/01	10/09/01	10/10/01	10/11/01	10/12/01	Average
Train Delay	Philadelphia/South Jersey	1	0	0	1	1	1	1	1
	North Jersey	4	3	4	2	1	3	4	3
	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

October 17, 2001

OFFICE OF
AND CHIEF
DIRECTOR

OCT 18 12 09 PM '01

RECEIVED
SURFACE TRANSPORTATION
BOARD

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 October 12, 2001, 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.

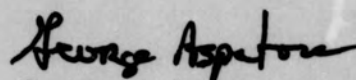
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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.
October 17, 2001
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 written in a cursive, slightly slanted style.

George A. Aspatore
General Solicitor

Enclosures

October 17, 2001

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

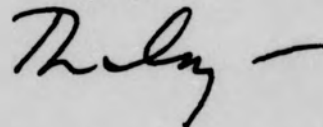
Dear Mr. Clemens:

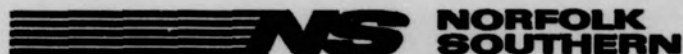
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell remained constant. On the monitored corridors and Chicago gateway operations, 45 trains were held for terminal delays, 54 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 increased. Reported road train delays for crews and power decreased from the prior week. Four trains were delayed 9 hours for lack of crews and 2 trains were delayed 16 hours for power. Twenty-one originating trains were delayed a total of 104 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 47% of the delay hours reported in the SAAs.

Sincerely,

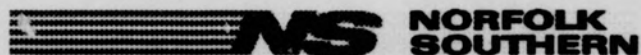




For the week ending 10/12/01

Shared Asset Area - Yard Performance

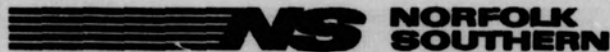
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	102	135	237	155	25.9
	#####	850	138	173	311	200	15.3
	#####	850	133	218	351	185	18.5
	#####	850	145	244	389	275	24.2
	#####	850	81	216	297	239	23.6
North Yard MI Average		850	120	197	317	211	21.6
Oak Island NJ	#####	1200	370	314	684	419	32.5
	#####	1200	385	350	735	403	30.2
	#####	1200	497	430	927	554	25.3
	#####	1200	492	444	936	542	31.7
	#####	1200	407	476	883	562	23.8
Oak Island NJ Average		1200	430	403	833	496	28.4
Pavonia NJ	#####	900	165	282	447	319	32.7
	#####	900	285	232	517	295	26.6
	#####	900	227	276	503	327	21.7
	#####	900	444	298	742	489	21.7
	#####	900	332	287	619	333	28.4
Pavonia Average		900	291	275	566	353	25.8



For the week ending 10/12/01

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	8-Oct	6	100%	0%	0%	0%	0%
	9-Oct	8	88%	13%	0%	0%	0%
	10-Oct	8	63%	25%	13%	0%	0%
	11-Oct	8	75%	25%	0%	0%	0%
	12-Oct	8	75%	25%	0%	0%	0%
Detroit Total		38	79%	18%	3%	0%	0%
North Jersey Total	8-Oct	3	67%	33%	0%	0%	0%
	9-Oct	6	67%	17%	0%	0%	17%
	10-Oct	8	75%	25%	0%	0%	0%
	11-Oct	9	44%	22%	22%	0%	11%
	12-Oct	7	57%	43%	0%	0%	0%
North Jersey Total		33	61%	27%	6%	0%	6%
South Jersey Total	8-Oct	0	0%	0%	0%	0%	0%
	9-Oct	3	100%	0%	0%	0%	0%
	10-Oct	3	100%	0%	0%	0%	0%
	11-Oct	3	67%	33%	0%	0%	0%
	12-Oct	3	33%	67%	0%	0%	0%
South Jersey Total		12	75%	25%	0%	0%	0%
Grand Total		83	71%	23%	4%	0%	2%

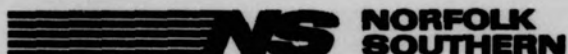


For the week ending 10/12/01

Shared Asset Area Trains Held

area	Sat 06-Oct	Sun 07-Oct	Mon 08-Oct	Tue 09-Oct	Wed 10-Oct	Thu 11-Oct	Fri 12-Oct	Grand Total
North Jersey	4	3	4	2	1	3	4	21
South Jersey	1	0	0	1	1	1	1	5
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	141	8	0	101	0	250
Total	141	8	0	101	0	250

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

NS Northern Region Train Starts and Delays

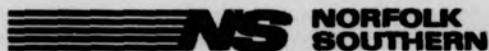
	Saturday 6-Oct	Sunday 7-Oct	Monday 8-Oct	Tuesday 9-Oct	Wednesday 10-Oct	Thursday 11-Oct	Friday 12-Oct	Grand Total
# of Train Starts	157	129	149	147	159	164	160	1065
Delay Cause								
Crew Delays (hrs)	17.3	25.9	11.3	10.3	4.3	8.8	36.1	114.1
Power Delays (hrs)	78.3	49.8	3.8	43.5	42.5	31.5	57.3	306.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 6-Oct	Sunday 7-Oct	Monday 8-Oct	Tuesday 9-Oct	Wednesday 10-Oct	Thursday 11-Oct	Friday 12-Oct	average
Fleet Size	3106	3143	3155	3139	3155	3133	3149	3140
available	2953	2971	2985	2969	2975	2936	2962	2964
out of service %	4.9%	5.5%	5.4%	5.4%	5.7%	6.3%	5.9%	5.6%

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



NS Crew Starts and Delays

		Saturday 6-Oct	Sunday 7-Oct	Monday 8-Oct	Tuesday 9-Oct	Wednesday 10-Oct	Thursday 11-Oct	Friday 12-Oct	total
Allentown	crew starts	14	19	18	14	19	18	16	118
	crews delayed	3	7	3	2	5	8	6	34
Bellevue	crew starts	42	38	42	41	45	41	46	295
	crews delayed	10	6	7	4	10	5	14	56
Buffalo	crew starts	23	19	20	22	23	24	23	154
	crews delayed	2	2	1	3	5	5	3	21
Chicago	crew starts	38	38	34	36	33	37	31	247
	crews delayed	14	13	12	14	13	11	8	85
Cincinnati	crew starts	39	32	31	31	38	39	38	248
	crews delayed	4	3	7	2	6	1	4	27
Cleveland	crew starts	10	6	5	11	10	7	7	56
	crews delayed	5	1	4	3	3	2	1	19
Conway	crew starts	55	49	45	51	61	48	56	365
	crews delayed	16	9	11	11	11	12	12	82
Detroit	crew starts	15	18	19	20	20	19	18	129
	crews delayed	3	7	5	7	3	5	3	33
Elkhart	crew starts	40	44	52	41	38	43	40	298
	crews delayed	16	23	24	16	17	23	18	137
Harrisburg	crew starts	50	50	38	50	60	53	55	356
	crews delayed	11	13	9	12	17	16	18	96
Toledo	crew starts	53	59	54	57	54	59	61	397
	crews delayed	10	16	7	7	10	11	11	72

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 6-Oct	Sunday 7-Oct	Monday 8-Oct	Tuesday 9-Oct	Wednesday 10-Oct	Thursday 11-Oct	Friday 12-Oct	average
availability%	73%	72%	75%	77%	79%	78%	78%	76%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 6-Oct	Sunday 7-Oct	Monday 8-Oct	Tuesday 9-Oct	Wednesday 10-Oct	Thursday 11-Oct	Friday 12-Oct	total
crew starts	340	317	286	312	339	330	342	2266
recrews	10	12	11	12	18	12	10	85

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

10-15-01

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RICHARD A. ALLEN

DIRECT DIAL (202) 973-7902
raallen@zsrlaw.com

October 15, 2001

BY HAND

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



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

Dear Secretary Williams:

Pursuant to Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, applicants Norfolk Southern Corporation and Norfolk Southern Railway Company ("NS") hereby submit the attached report and 25 copies reflecting the origins, destinations, and routings for the truck traffic at the intermodal terminal at Croxton, New Jersey, which was allocated to NS pursuant to the Conrail transaction, based on surveys for the months of July, August and September 2001.

Please do not hesitate to call me if you have any questions regarding the attached report.

Respectfully,

Richard A. Allen

cc: Melvin F. Clemens, Jr.
Ms. Alice Cheng
Director, Intermodal Planning
New York City Economic Development Corp.
110 Williams Street
New York, NY 10038

ENTERED
Office of the Secretary

OCT 15 2001

Part of
Public Record

Norfolk Southern Corporation
Intermodal Terminal Report No. 9
Croxtan Intermodal Terminal
Months of July, August, and Sept 2001

State	City	In-Gate	Out-Gate	Total
	Unknown	2	0	2
CT	DANBURY	0	0	0
CT	EAST GRANBY	0	0	0
CT	EAST HARTFORD	0	0	0
CT	NEW HAVEN	0	0	0
CT	ORANGE	0	0	0
CT	WALLINGFORD	0	0	0
CT	Unknown	0	0	0
MA	ALSTON	0	0	0
MA	CHELMSFORD	0	0	0
MA	FALL RIVER	0	0	0
MA	LENOX	0	0	0
MA	NORTH DARTHMOUTH	0	0	0
MA	SOUTH BORO	0	0	0
MA	SOUTHLEE	0	0	0
MA	Unknown	0	0	0
MA	WORCESTER	0	0	0
ME	ROCKLAND	0	0	0
NY	BRONX	128	149	277
NY	BROOKLYN	5	9	14
NY	HICKSVILLE	0	0	0
NY	LONG ISLAND	4	3	7
NY	MANHATTAN	3	3	6
NY	PORT CHESTER	0	0	0
NY	QUEENS	10	17	27
NY	STATEN ISLAND	1	1	2
NY	Unknown	0	0	0
RI	Unknown	0	0	0

George Washington	153	182	335
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George Washington	153	182	335
Tappan Zee	59	70	129
Staten Island Crossings	53	47	100
Manhattan Tunnels	14	10	24
Other / Unknown	0	0	0

East of Hudson	279	309	588
West of Hudson	942	921	1,863

GRAND TOTAL	1,221	1,230	2,451
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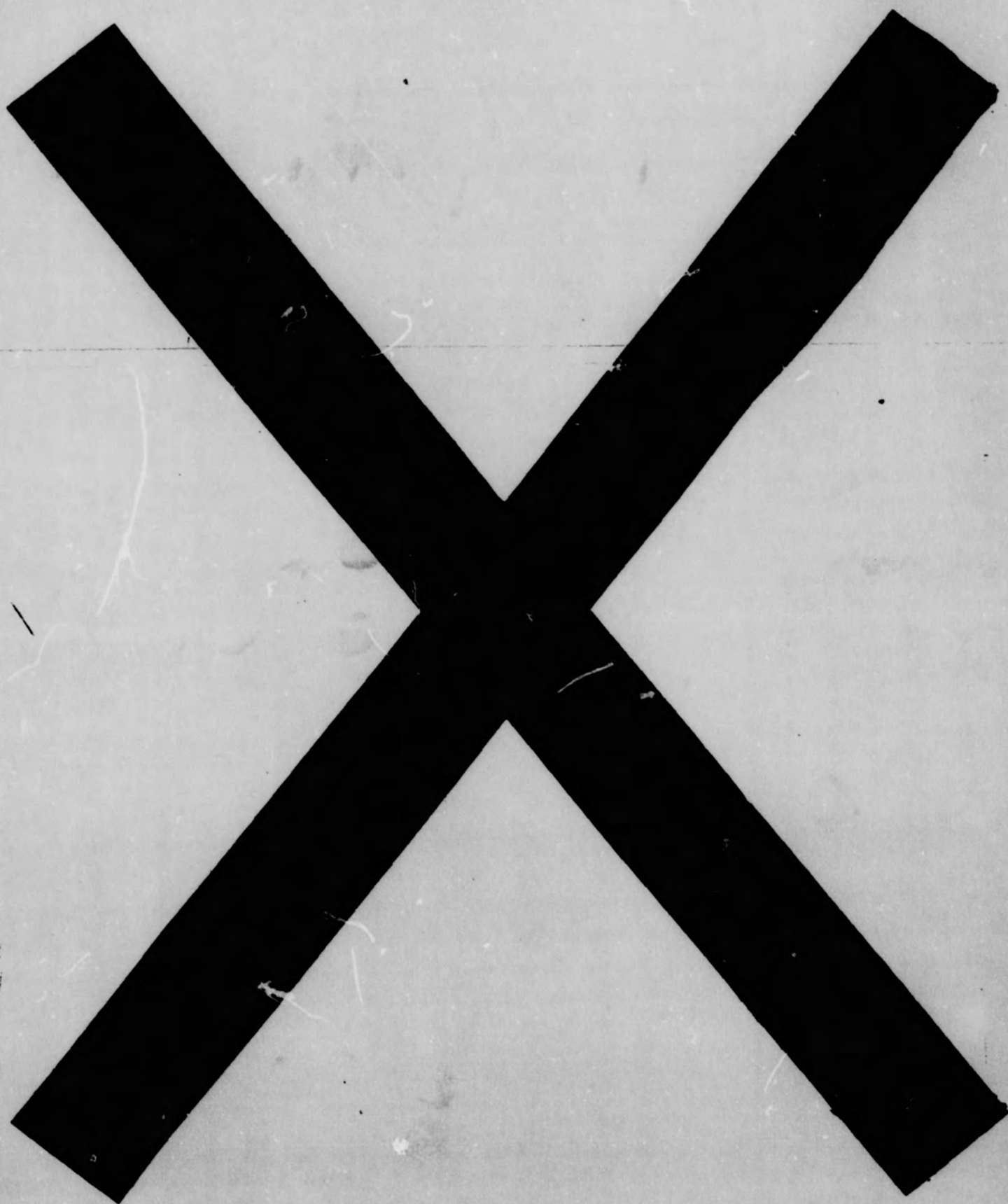
STB

FD-33388

10-11-01

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203720



SURFACE TRANSPORTATION BOARD

Memorandum

ENTERED
Office of the Secretary

OCT 12 2001

Part of
Public Record

DATE: October 11, 2001



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

FROM *KM 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 me or Ed Nelson.

Attachments

cc: Chairman Morgan
Vice Chairman Clyburn
Commissioner 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

October 10, 2001

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, October 5th. Cars on-line increased from 240,672 to 241,457 cars. Train velocity was a record 22.4 miles-per-hour for a second consecutive week. Terminal dwell increased slightly from 24.3 to 24.4 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 favorably eighteen percentage points to 80%. The percent of trains in the more-than-six-hours-late category moved favorably thirteen percentage points to 4%.

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 compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 100% for the second week in a row. Overall, the on-time-to-two-hours-late category was 82%, the same percentage as last week. The greater-than-six-hours-late category was 7%, unchanged for the last three weeks.

Shared Areas

Daily average on hand cars decreased at Oak Island, Pavonia, and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.6 hours, down from 25.9 hours the prior week.

Additional Measurements

Train Delay Metric: For 709 train starts, weekly train delay totaled 40 hours for Power and 104 hours for Crew. Power delay hours decreased, and Crew delay hours increased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 22.7% for the week, up from 22.1% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 81%, down one percentage point from last week.

Daily Number of Recrews Required: Of 1794 crew starts, 30 (2%) were recrews, the same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3847, Average Available = 3501, and Out-of-Service Ratio = 5.1%, same as the previous week.

Cars Offered in Interchange: averaged 186 cars daily, 64 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: 50% for 10 AMTRAK trains (Pittsburgh – Washington) and 99% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 23 weeks.

Last week CSXT met the goal for 10 of the 18 key third quarter service measurements. Goals were met for FRA-reportable derailments, overall train velocity, merchandise train velocity, crews on duty more than 12 hours, relief crews, crew delay hours, car dwell, 30-hour cars, industrial switching, and hours of locomotive delay. Overall train velocity matched last week's record of 22.4 miles-per-hour.

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

Sincerely,

L. L. Hayes
Director
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 10/05/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	243	246	311	342	358
	Cars On Hand - Empty	212	307	383	352	431
	Cars On Hand - Total	455	553	694	694	789
	Cars Handled	239	398	556	661	391
	Dwell Hours	26.2	32.1	29.0	26.5	26.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	312	225	348	245	250
	Cars On Hand - Empty	172	245	359	307	316
	Cars On Hand - Total	484	470	707	552	566
	Cars Handled	267	329	653	384	374
	Dwell Hours	48.4	27.1	15.2	23.7	26.6
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	161	142	167	170	164
	Cars On Hand - Empty	113	119	128	190	85
	Cars On Hand - Total	274	261	295	360	249
	Cars Handled	256	288	258	324	293
	Dwell Hours	36.2	18.1	21.2	17.7	19.0

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

Overall terminal dwell time was 25.6 hours, down from 25.9 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01
North Jersey SAA	Number of Originations	4	6	9	7	7
	% Ontime	75%	67%	44%	43%	29%
	% Late 0-2 Hours	25%	33%	44%	14%	29%
	% Late 2-4 Hours	0%	0%	11%	29%	14%
	% Late 4-6 Hours	0%	0%	0%	0%	14%
	% Late GT 6 Hours	0%	0%	0%	14%	14%
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	7	8	8	8
	% Ontime	71%	86%	63%	50%	63%
	% Late 0-2 Hours	14%	0%	38%	50%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	25%
	% Late 4-6 Hours	14%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	14%	0%	0%	0%

CSX Comments: Total road train delays were 40 trains. Crew delays were 9 trains for 40 hours; 6 trains were delayed 32 hours for power; originating trains 25 for 60 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	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01	Average
Cars Offered	NS	1	1	0	170	150	64
	All Other	55	107	106	134	206	122
	Total	56	108	106	304	356	186

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	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	0%	100%	50%	50%	50%
MARC	Trains	18	18	18	18	18	90
	% On Time	94%	100%	100%	100%	100%	99%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	09/29/01	09/30/01	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01	Total
Baltimore	Train Crew Starts	17	15	15	17	12	11	15	102
	Crews Delayed +2 Hours	3	5	5	4	4	3	8	32
	% Delayed +2 Hours	18%	33%	33%	24%	33%	27%	53%	31%
Buffalo	Train Crew Starts	51	42	35	49	44	44	54	319
	Crews Delayed +2 Hours	4	3	3	9	2	2	8	31
	% Delayed +2 Hours	8%	77%	9%	18%	5%	5%	15%	10%
Chicago	Train Crew Starts	26	26	27	26	29	25	27	186
	Crews Delayed +2 Hours	10	11	10	6	9	6	4	56
	% Delayed +2 Hours	38%	42%	37%	23%	31%	24%	15%	30%
Cincinnati	Train Crew Starts	34	30	37	34	42	37	32	246
	Crews Delayed +2 Hours	7	9	10	9	9	11	7	62
	% Delayed +2 Hours	21%	30%	27%	26%	21%	30%	22%	25%
Cleveland	Train Crew Starts	21	22	17	22	18	29	22	151
	Crews Delayed +2 Hours	7	3	6	4	3	7	5	35
	% Delayed +2 Hours	33%	14%	35%	18%	17%	24%	23%	23%
Cumberland	Train Crew Starts	31	31	21	30	34	30	30	207
	Crews Delayed +2 Hours	3	3	7	2	11	3	4	33
	% Delayed +2 Hours	10%	10%	33%	7%	32%	10%	13%	16%
Detroit	Train Crew Starts	6	7	4	4	5	6	5	37
	Crews Delayed +2 Hours	1	1	1	1	1	1	1	7
	% Delayed +2 Hours	17%	14%	25%	25%	20%	17%	20%	19%
Philadelphia	Train Crew Starts	9	14	13	15	11	14	12	88
	Crews Delayed +2 Hours	0	3	1	2	0	4	1	11
	% Delayed +2 Hours	0%	21%	8%	13%	0%	29%	8%	13%
Selkirk	Train Crew Starts	41	45	33	42	43	47	49	300
	Crews Delayed +2 Hours	12	14	8	10	18	16	9	87
	% Delayed +2 Hours	29%	31%	24%	24%	42%	34%	18%	29%
Toledo	Train Crew Starts	35	32	24	30	35	32	33	221
	Crews Delayed +2 Hours	11	4	3	4	9	5	6	42
	% Delayed +2 Hours	31%	13%	13%	13%	26%	16%	18%	19%
Willard	Train Crew Starts	37	40	34	47	43	42	43	286
	Crews Delayed +2 Hours	9	12	5	11	6	8	14	65
	% Delayed +2 Hours	24%	30%	15%	23%	14%	19%	13%	23%

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	09/29/01	09/30/01	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01	Total
Train Delay	Originating Train Starts	99	101	88	100	104	109	108	799
	Delayed Hours - Power	0	11	8	9	10	2	0	40
	Delayed Hours - Crews	32	19	5	2	11	27	8	104

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	09/29/01	09/30/01	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01	Average
Crew Availability		80%	79%	80%	82%	83%	83%	82%	81%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	09/29/01	09/30/01	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01	Total
Crews/Recrews	Train Crew Starts	264	231	221	265	266	270	277	1794
	Recrews	1	2	3	3	6	6	9	30
	% Recrewed	0%	1%	1%	1%	2%	2%	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	09/29/01	09/30/01	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01	Average
Locomotives	Gross Fleet Size	3845	3802	3789	3814	3890	3886	3903	3847
	Avg. Number Available	3519	3498	3482	3499	3492	3490	3528	3501
	OOS Ratio	5.1	5.0	4.9	5.1	5.2	5.2	5.2	5.1

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	09/29/01	09/30/01	10/01/01	10/02/01	10/03/01	10/04/01	10/05/01	Average
Train Delay	Philadelphia/South Jersey	3	1	2	0	2	1	0	1
	North Jersey	6	5	6	2	2	3	3	4
	Detroit	0	2	1	1	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. The measure will be a composite of CSX and NS trains.

George A. Aspatore
General Solicitor

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

October 10, 2001

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 October 5, 2001, 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.
October 10, 2001
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

October 10, 2001

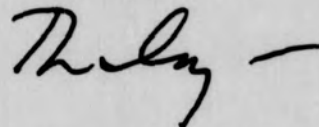
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

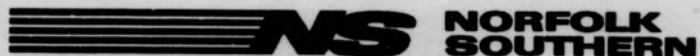
Dear Mr. Clemens:

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 decreased. On the monitored corridors and Chicago gateway operations, 69 trains were held for terminal delays, 53 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. Nine trains were delayed 40 hours for lack of crews and 6 trains were delayed 32 hours awaiting power. Twenty-five originating trains were delayed a total of 60 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 48% of the delay hours reported in the SAAs.

Sincerely,

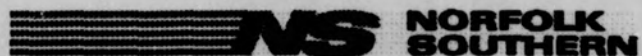
A handwritten signature in dark ink, appearing to be "Th. Long" followed by a horizontal line.



For the week ending 10/5/01

Shared Asset Area - Yard Performance

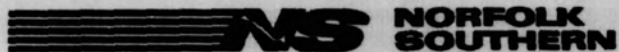
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	10/1/2001	850	113	161	274	256	36.2
	10/2/2001	850	119	142	261	288	18.1
	10/3/2001	850	128	167	295	258	21.2
	10/4/2001	850	190	170	360	324	17.7
	10/5/2001	850	85	164	249	293	19.0
North Yard MI Average		850	127	161	288	284	22.0
Oak Island NJ	10/1/2001	1200	212	243	455	239	26.2
	10/2/2001	1200	307	246	553	398	32.1
	10/3/2001	1200	383	311	694	556	29.0
	10/4/2001	1200	352	342	694	551	26.5
	10/5/2001	1200	431	358	789	391	26.9
Oak Island NJ Average		1200	337	300	637	427	28.2
Pavonia NJ	10/1/2001	900	172	312	484	267	48.4
	10/2/2001	900	245	225	470	329	27.1
	10/3/2001	900	359	348	707	653	15.2
	10/4/2001	900	307	245	552	384	23.7
	10/5/2001	900	316	250	566	374	26.6
Pavonia Average		900	280	276	556	401	25.3



For the week ending 10/5/01

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	1-Oct	7	71%	14%	0%	14%	0%
	2-Oct	7	86%	0%	0%	0%	14%
	3-Oct	8	63%	38%	0%	0%	0%
	4-Oct	8	50%	50%	0%	0%	0%
	5-Oct	8	63%	13%	25%	0%	0%
Detroit Total		38	66%	24%	5%	3%	3%
North Jersey Total	1-Oct	4	75%	25%	0%	0%	0%
	2-Oct	6	67%	33%	0%	0%	0%
	3-Oct	9	44%	44%	11%	0%	0%
	4-Oct	7	43%	14%	29%	0%	14%
	5-Oct	7	29%	29%	14%	14%	14%
North Jersey Total		33	48%	30%	12%	3%	6%
South Jersey Total	1-Oct	1	100%	0%	0%	0%	0%
	2-Oct	3	67%	33%	0%	0%	0%
	3-Oct	3	100%	0%	0%	0%	0%
	4-Oct	3	100%	0%	0%	0%	0%
	5-Oct	3	100%	0%	0%	0%	0%
South Jersey Total		13	92%	8%	0%	0%	0%
Grand Total		84	63%	24%	7%	2%	4%

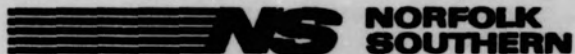


For the week ending 10/5/01

Shared Asset Area Trains Held

area	Sat 29-Sep	Sun 30-Sep	Mon 01-Oct	Tue 02-Oct	Wed 03-Oct	Thu 04-Oct	Fri 05-Oct	Grand Total
North Jersey	6	5	6	2	2	3	3	27
South Jersey	3	1	2	0	2	1	0	9
Detroit	0	2	1	1	0	0	0	4

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	138	0	138
Total	0	0	0	138	0	138

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

NS Northern Region Train Starts and Delays

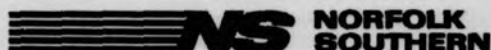
	Saturday 29-Sep	Sunday 30-Sep	Monday 1-Oct	Tuesday 2-Oct	Wednesday 3-Oct	Thursday 4-Oct	Friday 5-Oct	Grand Total
# of Train Starts	160	130	146	161	161	155	163	1077
Delay Cause								
Crew Delays (hrs)	18.5	21.2	26.4	11.6	12.8	13.3	14.3	118.1
Power Delays (hrs)	10.3	43.3	17.0	54.0	15.5	3.0	23.3	166.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 29-Sep	Sunday 30-Sep	Monday 1-Oct	Tuesday 2-Oct	Wednesday 3-Oct	Thursday 4-Oct	Friday 5-Oct	average
Fleet Size	3132	3105	3098	3118	3136	3109	3119	3117
available	2968	2933	2940	2946	2940	2919	2947	2942
out of service %	5.2%	5.5%	5.1%	5.5%	6.3%	6.1%	5.5%	5.6%

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



NS Crew Starts and Delays

		Saturday 29-Sep	Sunday 30-Sep	Monday 1-Oct	Tuesday 2-Oct	Wednesday 3-Oct	Thursday 4-Oct	Friday 5-Oct	total
Allentown	crew starts	15	14	17	18	20	15	16	115
	crews delayed	4	6	8	5	3	4	2	32
Bellevue	crew starts	47	46	34	45	47	43	44	306
	crews delayed	8	10	2	8	7	3	9	47
Buffalo	crew starts	24	16	21	20	25	20	25	151
	crews delayed	4	2	4	2	8	5	6	31
Chicago	crew starts	37	33	39	38	35	42	34	258
	crews delayed	15	13	15	14	15	18	18	108
Cincinnati	crew starts	36	37	31	34	35	38	31	242
	crews delayed	4	6	3	6	5	7	4	35
Cleveland	crew starts	6	6	9	10	6	7	8	52
	crews delayed	3	2	2	3	2	2	4	18
Conway	crew starts	50	48	42	56	61	53	54	364
	crews delayed	16	13	5	9	11	8	10	72
Detroit	crew starts	17	14	20	21	19	19	22	132
	crews delayed	3	4	3	6	4	2	7	29
Elkhart	crew starts	46	45	38	44	44	44	44	305
	crews delayed	18	23	19	19	20	25	21	145
Harrisburg	crew starts	53	49	40	48	65	63	55	373
	crews delayed	17	21	12	11	17	21	21	120
Toledo	crew starts	59	57	45	64	54	67	55	401
	crews delayed	5	13	8	9	9	19	11	74

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 29-Sep	Sunday 30-Sep	Monday 1-Oct	Tuesday 2-Oct	Wednesday 3-Oct	Thursday 4-Oct	Friday 5-Oct	average
availability%	73%	71%	75%	79%	79%	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 29-Sep	Sunday 30-Sep	Monday 1-Oct	Tuesday 2-Oct	Wednesday 3-Oct	Thursday 4-Oct	Friday 5-Oct	total
crew starts	342	304	278	335	361	346	338	2304
recrews	9	10	15	12	13	18	12	89

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

10-10-01

D

203709



SURFACE TRANSPORTATION BOARD

Memorandum



203709

DATE: October 10, 2001

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

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

SUBJECT : STB FINANCE DOCKET NO. 33338 - OPERATIONAL MONITORING DATA

B

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 Clyburn
Commissioner Burkes
Richard Armstrong
Ron Douglas
Charles Renninger

ENTERED
Office of the Secretary

OCT 11 2001

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

September 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. Shudtz, Sr. Vice President
Regulatory Policy and Washington Counsel

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

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The reports are presented in the following order:

Labor Implementing Agreements	Page 1
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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
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Training.....	Page 13

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

STB OPERATIONAL MONITORING REPORT

As of September 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 September 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 September 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) Doiton, Illinois	Connection track @ Lincoln Avenue CSX/IHB	Complete	2Q 99

STB OPERATIONAL MONITORING REPORT

As of September 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.

At Dearborn, MI a connection track between CSXT and Conrail (Shared Assets Area) has been completed and placed in service.

At Feltonville, PA, work has progressed to complete a siding extension on the Phila. Sub to improve the flow of traffic in that area.

At Erie, PA, CSX forces remained on the job working to complete new track construction to facilitate the relocation of the Norfolk Southern Main Line over to CSX property.

On the S&NA north Sub Division, work has continued throughout the *year* to complete an eight-mile stretch of second main at "Sand Mountain" between Lacon & Holmes Gap , AL.

On the Keystone Sub in Pennsylvania, work has progressed on the completion of new crossovers and a siding upgrade along with new signals.

On the W&A Sub in Georgia, work was completed on the construction of a new 2-mile siding at Halls, GA. Additionally, work is progressing and scheduled to be completed on a new siding extension at Tunnel Hil, GA.

On the Fitzgerald Sub between Rupert & Mauk, GA , CSXT has *advanced ahead of schedule* for the construction of eight miles of a second new main track. This work began in May and will be completed by year's end.

On the River Line in *Ridgefield Park*, New Jersey, construction has begun on of a new siding between M.P. 2 and M.P. 7, including new signaling.

In Casky, KY, work has *advanced* to construct a section of new main track between M.P. 231 & 232 on the Henderson Subdivision to create a new switching lead.

In Evansville, IN, *track* work has *been completed* to install universal cross-overs at Mill St. along with new signaling system. *Signal work is now progressing and scheduled to be completed by October 21.*

In Owassa, AL , on the M&M Subdivision, CSX has authorized funds for the construction of a new two-mile siding. Work is expected to begin in *October* and be completed by year's end.

In Lawrenceville, GA, funding authorization is now in place for the construction of a new siding and five industrial yard tracks.

STB OPERATIONAL MONITORING REPORT

As of September 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) Chicago, IL	Barr SD – TCS – Phase II	Completed	06/01/01
5) Chicago, IL	Construct 59 th Street North Lead	Completed	06/30/00
6) Chicago, IL	Construct storage tracks & 3 rd Main at Barr Yard	Delayed	
7) Chicago, IL	TCS Blue Island SD to 75 th Street	Completed	03/31/01
8) Cleveland, OH	Construct mainline fueling facility at Collinwood Yard	Completed	08/30/00
9) Columbus, OH	Scioto Interlocking w/NS (ODOT project)	Y	12/31/01
10) Coosa Pines, AL	Construct new 11,200' passing siding	Completed	08/29/00
11) East Cleveland, OH	Noise berms, landscaping	Completed	06/30/00
12) East Fostoria, OH	Extend yard/connection lead	N	Deferred
13) Erie, PA	NS relocation project	Y	12/31/01
14) Erie, PA	Replace CSXT bridge decks over B&LE (CSXT work relating to NS relocation project)	Completed	8/1/01
15) Fall River, MA	MBTA replacement of 4 undergrade bridges	Y	10/31/01

STB OPERATIONAL MONITORING REPORT

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

STB OPERATIONAL MONITORING REPORT

As of September 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
29)	Martinsburg, Hobbs, Miller/Cherry Run, W Cumbo, WV	Eliminate manned interlockings, Phase I	Y	12/31/01
30)	McDaniel, TN	Siding extension to 10,000' clear	Completed	09/1/00
31)	New Boston, MI	Parking lot expansion	Completed	06/30/00
32)	Philadelphia, PA	Greenwich Yard Phase I rehabilitation	Completed	06/30/00
33)	Philadelphia, PA	Greenwich Yard Phase II expansion	Completed	12/21/00
34)	Teaneck, NJ	Construct siding CP7-CP10	Completed	03/31/00
35)	Union City, GA	Construct connection track	Completed	04/15/00
36)	Union City-Tilford, GA	Clearance improvement project	Completed	03/15/00
37)	W. Baltimore, MD	Convert #10 HTEL to Power #15	Completed	09/30/00
38)	Wadley, AL	Extend passing siding to 10,000' clear	Completed	09/15/00
39)	Youngstown, OH	Construct Ashtabula Connection for 140 car capacity	Completed	07/15/00

STB OPERATIONAL MONITORING REPORT

As of September 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 September 30, 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 September 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 September 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 September 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 September 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

October 8, 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 September 30, 2001.

Although no change in the status of the project is noted this month, Norfolk Southern continues to make progress on the Erie track relocation project, which is included in the Construction and Other Capital Projects section of the Report. Trains began running on the new track on September 27, 2001, and only the replacement of temporary turnouts and construction of a crossover between the tracks remain to be completed in the construction phase of the project.

Please let me know if you need any further information.

Sincerely,

George A. Aspatore

Enclosure

Norfolk Southern Corporation

STB Operational Monitoring Report

As of September 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 September 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 September 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location	State	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
				Const	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	
			Signal	Const 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 September 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Expt	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	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 Const	Complete Complete
			Signal	Design Const	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 Const	Complete Complete
			Signal	Design Const	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 Grade/Pave	Complete Complete
Erie	PA	Erie Track Realign Project Estimated Completion Date: 2Q02	Track	Design	Complete
				Grading	Complete
				Const	In progress
			Signal	Design Const	Complete In progress

Surface Transportation Board Operational Monitoring Report

As of September 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 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: 4Q01	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 September 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
			Signal	Design Const	
Piney Flats	TN	Extend siding 6,610 feet Estimated Completion Date: Complete	Land Track		Complete Complete
				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		Complete Complete
				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
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	Complete Complete
			Building	Const	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 September 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
Sandusky-Columbus	OH	Double Track: S 88.30 - S 95.60 Estimated Completion Date: Complete		Const	Complete
			Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
Sidney	IL	Construct track connection Estimated Completion Date: Complete		Const	Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
Sido	MO	Double tracking 36,458 track feet Estimated Completion Date: Complete		Const	Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
Sloan	IL	Extend siding 5,027 track feet Estimated Completion Date: Complete		Const	Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
Southern Tier	NY	Southern Tier Rehabilitation Estimated Completion Date: Undetermined		Const	Note 2
			Track		
			Bridge	Design	
St. Louis (Mitchell)	MO	Expand Mitchell Triple Crown Terminal Estimated Completion Date: Complete		Const	
			Track	Design	Complete
				Grade/Pave	Complete
Toledo	OH	Intermodal Terminal Estimated Completion Date: Undetermined		Design	Complete
			Track		Complete
				Grade/Pave	Complete
Tolono	IL	Track Connection Estimated Completion Date: Complete		Const	Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
Vermillion	OH	Track Connection Estimated Completion Date: Complete		Const	Complete
			Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

Surface Transportation Board Operational Monitoring Report
As of September 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 September 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 September 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.

Surface Transportation Board Operational Monitoring Report

As of September 30, 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.

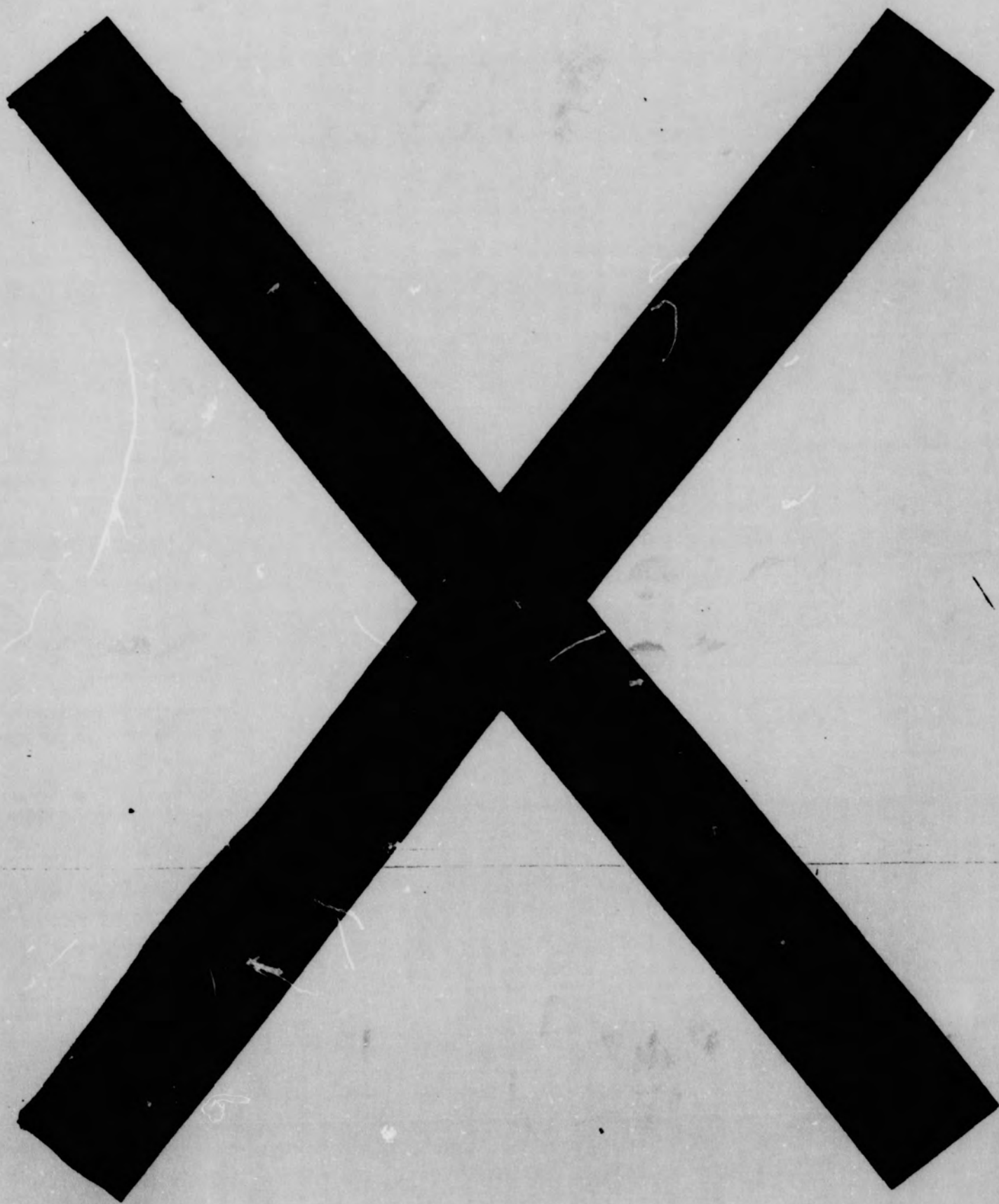
STB

FD-33388

10-4-01

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203650



SURFACE TRANSPORTATION BOARD

Memorandum



203650

ENTERED
Office of the Secretary

OCT 04 2001

Part of
Public Record

DATE: October 4, 2001

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 me or Ed Nelson.

Attachments

cc: Chairman Morgan
Vice Chairman Clyburn
Commissioner 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

October 3, 2001

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, September 28th. Cars on-line increased from 240,287 to 240,672 cars. Train velocity set a new record with 22.4 miles-per-hour. Terminal dwell increased from 23.6 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 unfavorably twenty percentage points to 62%. The percent of trains in the more-than-six-hours-late category moved unfavorably seventeen percentage points to 17%.

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 compared to the prior 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 82%, improving one percentage point from last week. The greater-than-six-hours-late category was 7%, unchanged from last week.

Shared Areas

Daily average on hand cars decreased at Oak Island and Pavonia, and increased at North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.9 hours, down from 26.1 hours the prior week.

Additional Measurements

Train Delay Metric: For 738 train starts, weekly train delay totaled 50 hours for Power and 21 hours for Crew. Power delay hours increased, and Crew delay hours decreased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 22.1% for the week, down slightly from 22.2% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 82%, improved one percentage point from last week.

Daily Number of Recrews Required: Of 1838 crew starts, 38 (2%) were recrews, the same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3760, Average Available = 3451, and Out-of-Service Ratio = 5.1%, up from 4.6% the previous week.

Cars Offered in Interchange: averaged 133 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: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 99% for 87 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 23 weeks.

Last week CSXT met the goal for 14 of the 18 key third quarter service measurements. Goals were met for FRA-reportable injuries, FRA-reportable derailments, overall train velocity, merchandise train velocity, slow order miles, crews on duty more than 12 hours, relief crews, crew delay hours, car dwell, on-time train originations, on-time destination arrivals, 30-hour cars, industrial switching, and hours of locomotive delay. Overall, the company set new records for overall velocity, merchandise train velocity, slow order miles, and crews on duty greater than 12 hours. One other measure (Industrial Switching) equaled its previous record for the year.

The overall performance of the rail network remains at record levels. Operations are fluid and CSXT is able to absorb additional traffic.

Sincerely,

L. L. Hayes
Director
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

09/28/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	400	298	434	246	269
	Cars On Hand - Empty	285	364	322	358	309
	Cars On Hand - Total	685	662	756	604	578
	Cars Handled	427	475	651	536	567
	Dwell Hours	33.4	30.6	24.4	29.6	28.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	286	273	298	227	266
	Cars On Hand - Empty	288	359	380	214	299
	Cars On Hand - Total	574	632	678	441	565
	Cars Handled	234	500	533	597	336
	Dwell Hours	43.6	19.5	26.0	19.0	22.8
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	112	173	161	176	236
	Cars On Hand - Empty	129	120	164	134	148
	Cars On Hand - Total	241	293	325	310	384
	Cars Handled	141	157	316	264	314
	Dwell Hours	28.0	26.7	20.4	22.7	20.0

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

Overall terminal dwell time was 25.9 hours, down from 26.1 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01
North Jersey SAA	Number of Originations	4	7	9	8	7
	% Ontime	50%	43%	67%	50%	29%
	% Late 0-2 Hours	50%	29%	33%	38%	57%
	% Late 2-4 Hours	0%	14%	0%	0%	0%
	% Late 4-6 Hours	0%	14%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	13%	14%
South Jersey SAA	Number of Originations	0	2	2	2	2
	% Ontime	0%	100%	100%	50%	100%
	% Late 0-2 Hours	0%	0%	0%	50%	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	5	7	8	8	8
	% Ontime	80%	57%	75%	75%	50%
	% Late 0-2 Hours	0%	43%	13%	13%	38%
	% Late 2-4 Hours	20%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	13%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	13%	13%

CSX Comments: Total road train delays were 39 trains. Crew delays were 9 trains for 46 hours; 4 trains were delayed 20 hours for power; originating trains 26 for 118 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	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01	Average
Cars Offered	NS	0	9	21	6	43	16
	All Other	122	192	94	92	84	117
	Total	122	201	115	98	127	133

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	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	50%	50%	100%	70%
MARC	Trains	17	17	17	18	18	87
	% On Time	100%	100%	94%	100%	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	09/22/01	09/23/01	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01	Total
Baltimore	Train Crew Starts	19	11	14	16	13	19	15	107
	Crews Delayed +2 Hours	3	3	4	4	3	4	3	24
	% Delayed +2 Hours	16%	27%	29%	25%	23%	21%	20%	22%
Buffalo	Train Crew Starts	43	44	36	48	46	49	51	317
	Crews Delayed +2 Hours	6	3	1	5	2	16	9	42
	% Delayed +2 Hours	14%	7%	3%	10%	4%	33%	18%	13%
Chicago	Train Crew Starts	23	29	20	21	26	22	23	164
	Crews Delayed +2 Hours	11	13	7	6	8	4	9	58
	% Delayed +2 Hours	48%	45%	35%	29%	31%	18%	39%	35%
Cincinnati	Train Crew Starts	39	28	30	32	40	38	36	243
	Crews Delayed +2 Hours	9	10	9	7	9	7	11	62
	% Delayed +2 Hours	23%	36%	30%	22%	23%	18%	31%	26%
Cleveland	Train Crew Starts	24	24	21	17	21	25	25	157
	Crews Delayed +2 Hours	8	12	7	2	5	7	5	46
	% Delayed +2 Hours	33%	50%	33%	12%	24%	28%	20%	29%
Cumberland	Train Crew Starts	33	27	22	26	28	30	33	199
	Crews Delayed +2 Hours	4	1	3	1	1	5	1	16
	% Delayed +2 Hours	12%	4%	14%	4%	4%	17%	3%	8%
Detroit	Train Crew Starts	6	2	5	5	5	5	5	33
	Crews Delayed +2 Hours	2	0	1	2	2	1	1	9
	% Delayed +2 Hours	33%	0%	20%	40%	40%	20%	20%	27%
Philadelphia	Train Crew Starts	10	10	15	13	17	14	12	91
	Crews Delayed +2 Hours	1	1	1	2	3	1	1	10
	% Delayed +2 Hours	10%	10%	7%	15%	18%	7%	8%	11%
Selkirk	Train Crew Starts	42	39	30	45	50	47	49	302
	Crews Delayed +2 Hours	12	10	9	9	11	9	12	72
	% Delayed +2 Hours	29%	26%	30%	20%	22%	19%	24%	24%
Toledo	Train Crew Starts	35	31	27	29	37	25	38	222
	Crews Delayed +2 Hours	2	5	3	1	10	4	13	38
	% Delayed +2 Hours	6%	16%	11%	3%	27%	16%	34%	17%
Willard	Train Crew Starts	43	36	36	31	45	45	45	281
	Crews Delayed +2 Hours	9	5	12	7	7	11	14	65
	% Delayed +2 Hours	21%	14%	33%	23%	16%	24%	31%	23%

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	09/22/01	09/23/01	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01	Total
Train Delay	Originating Train Starts	100	96	95	107	111	111	118	738
	Delayed Hours - Power	7	12	4	10	5	3	9	50
	Delayed Hours - Crews	15	3	0	0	1	2	0	21

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	09/22/01	09/23/01	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01	Average
Crew Availability		80%	79%	82%	83%	83%	84%	83%	82%

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	09/22/01	09/23/01	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01	Total
Crews/Recrews	Train Crew Starts	271	230	229	278	276	277	277	1838
	Recrews	5	6	3	5	9	6	4	38
	% Recrewed	2%	3%	1%	2%	3%	2%	1%	2%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	09/22/01	09/23/01	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01	Average
Locomotives	Gross Fleet Size	3720	3737	3730	3752	3771	3778	3829	3760
	Avg. Number Available	3421	3428	3425	3436	3451	3487	3512	3451
	OOS Ratio	4.7	5.0	5.0	5.2	5.3	5.3	5.2	5.1

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	09/22/01	09/23/01	09/24/01	09/25/01	09/26/01	09/27/01	09/28/01	Average
Train Delay	Philadelphia/South Jersey	3	1	0	3	0	1	1	1
	North Jersey	5	3	4	3	4	2	4	4
	Detroit	1	0	0	0	1	1	2	1

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

George A. Aspatore
General Solicitor

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

October 3, 2001

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 September 28, 2001, 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.
October 3, 2001
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

October 3, 2001

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

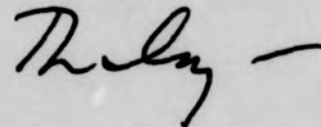
Dear Mr. Clemens:

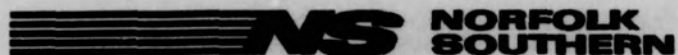
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 66 trains were held for terminal delays, 42 trains were held for crews, and 21 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 decreased at 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 increased from the prior week. Nine trains were delayed 46 hours for lack of crews and 4 trains were delayed 20 hours for power. Twenty-six originating trains were delayed a total of 118 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 53% of the delay hours reported in the SAAs.

Sincerely,

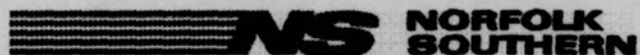




For the week ending 9/28/01

Shared Asset Area - Yard Performance

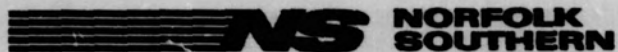
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	129	112	241	141	28.0
	#####	850	120	173	293	157	26.7
	#####	850	164	161	325	316	20.4
	#####	850	134	176	310	264	22.7
	#####	850	148	236	384	314	20.0
North Yard MI Average		850	139	172	311	238	22.5
Oak Island NJ	###-###	1200	285	400	685	427	33.4
	#####	1200	364	298	662	475	30.6
	#####	1200	322	434	756	651	24.4
	#####	1200	358	246	604	536	29.6
	#####	1200	309	269	578	567	28.5
Oak Island NJ Average		1200	328	329	657	531	28.9
Pavonia NJ	#####	900	285	400	685	234	43.6
	#####	900	364	298	662	500	19.5
	#####	900	322	434	756	533	26.0
	#####	900	358	246	604	597	19.0
	#####	900	309	269	578	336	22.8
Pavonia Average		900	328	329	657	440	24.0



For the week ending 9/28/01

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	24-Sep	5	80%	0%	20%	0%	0%
	25-Sep	7	57%	43%	0%	0%	0%
	26-Sep	8	75%	13%	0%	13%	0%
	27-Sep	8	75%	13%	0%	0%	13%
	28-Sep	8	50%	38%	0%	0%	13%
Detroit Total		36	67%	22%	3%	3%	6%
North Jersey Total	24-Sep	4	50%	50%	0%	0%	0%
	25-Sep	7	43%	29%	14%	14%	0%
	26-Sep	9	67%	33%	0%	0%	0%
	27-Sep	8	50%	38%	0%	0%	13%
	28-Sep	7	29%	57%	0%	0%	14%
North Jersey Total		35	49%	40%	3%	3%	6%
South Jersey Total	24-Sep	0	0%	0%	0%	0%	0%
	25-Sep	2	100%	0%	0%	0%	0%
	26-Sep	2	100%	0%	0%	0%	0%
	27-Sep	2	50%	50%	0%	0%	0%
	28-Sep	2	100%	0%	0%	0%	0%
South Jersey Total		8	88%	13%	0%	0%	0%
Grand Total		79	61%	29%	3%	3%	5%

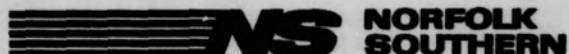


For the week ending 9/28/01

Shared Asset Area Trains Held

area	Sat 22-Sep	Sun 23-Sep	Mon 24-Sep	Tue 25-Sep	Wed 26-Sep	Thu 27-Sep	Fri 28-Sep	Grand Total
North Jersey	5	3	4	3	4	2	4	25
South Jersey	3	1	0	3	0	1	1	9
Detroit	1	0	0	0	1	1	2	5

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	36	36
Total	0	0	0	0	36	36

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

NS Northern Region Train Starts and Delays

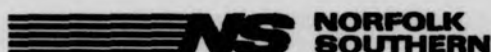
	Saturday 22-Sep	Sunday 23-Sep	Monday 24-Sep	Tuesday 25-Sep	Wednesday 26-Sep	Thursday 27-Sep	Friday 28-Sep	Grand Total
# of Train Starts	158	124	141	169	157	149	161	1059
Delay Cause								
Crew Delays (hrs)	15.2	3.6	11.3	8.3	10.8	3.7	8.4	61.3
Power Delays (hrs)	36.0	17.3	7.3	77.0	97.5	83.0	46.3	364.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 22-Sep	Sunday 23-Sep	Monday 24-Sep	Tuesday 25-Sep	Wednesday 26-Sep	Thursday 27-Sep	Friday 28-Sep	average
Fleet Size	3156	3134	3184	3121	3125	3140	3119	3140
available	2986	2955	3001	2937	2942	2966	2961	2964
out of service %	5.4%	5.7%	5.7%	5.9%	5.9%	5.5%	5.1%	5.6%

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



NS Crew Starts and Delays

		Saturday 22-Sep	Sunday 23-Sep	Monday 24-Sep	Tuesday 25-Sep	Wednesday 26-Sep	Thursday 27-Sep	Friday 28-Sep	total
Allentown	crew starts	16	13	14	16	15	19	16	109
	crews delayed	3	4	5	5	3	3	3	26
Bellevue	crew starts	36	41	31	36	38	47	39	268
	crews delayed	6	7	5	3	8	10	8	47
Buffalo	crew starts	22	17	19	21	23	22	27	151
	crews delayed	4	3	4	2	4	4	4	25
Chicago	crew starts	40	36	34	37	34	37	40	258
	crews delayed	14	11	14	13	10	14	17	93
Cincinnati	crew starts	38	33	32	29	40	37	37	246
	crews delayed	8	4	7	5	9	6	6	45
Cleveland	crew starts	11	6	10	9	8	6	5	55
	crews delayed	2	0	5	5	5	3	1	21
Conway	crew starts	53	54	44	54	50	53	53	371
	crews delayed	15	12	9	13	13	8	13	83
Detroit	crew starts	16	13	17	19	18	17	20	120
	crews delayed	4	4	5	5	4	0	9	31
Elkhart	crew starts	38	44	40	45	35	42	39	283
	crews delayed	15	19	15	17	16	18	18	118
Harrisburg	crew starts	51	51	43	47	65	55	52	364
	crews delayed	20	13	13	20	16	22	17	121
Toledo	crew starts	63	60	42	53	59	57	61	395
	crews delayed	19	8	10	16	9	7	10	79

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 22-Sep	Sunday 23-Sep	Monday 24-Sep	Tuesday 25-Sep	Wednesday 26-Sep	Thursday 27-Sep	Friday 28-Sep	average
availability%	75%	71%	76%	78%	78%	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 22-Sep	Sunday 23-Sep	Monday 24-Sep	Tuesday 25-Sep	Wednesday 26-Sep	Thursday 27-Sep	Friday 28-Sep	total
crew starts	345	308	285	325	346	322	338	2269
recrews	13	9	9	19	13	15	18	96

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

7-5-01

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202818

Memorandum

ENTERED
Office of the Secretary

JUL - 6 2001

Part of
Public Record



DATE: July 5, 2001

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

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

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

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

Attachments

cc: Chairman Morgan
Vice Chairman Clyburn
Commissioner 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

July 3, 2001

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, June 29th. Cars on-line increased slightly from 240,062 to 240,876. Terminal dwell increased from 24.5 hours to 25.0 hours. Train velocity decreased slightly from 20.9 to 20.8 miles-per-hour.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably 21 percentage points to 86%. The more-than-six-hours-late category remained the same as last week at 7%.

Yards and Terminals

Car volumes and dwell times changed very little, remaining within expected levels at most terminals across the network. Six of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

Four of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on both the I-95 and the East St. Louis to Northeast corridors with 88%. Overall, the on-time-to-two-hours-late category was 72%, up four percentage points from 68% reported last week. The greater-than-six-hours-late category was 16 %, the same as last week.

Shared Areas

Daily average on hand cars decreased at Oak Island and Pavonia, and increased at North Yard. All volumes still remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.9 hours, up from 25.9 hours last week.

Additional Measurements

Train Delay Metric: For 771 train starts, weekly train delay totaled 6 hours for Power and 82 hours for Crew. Power delay improved while crew delay increased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 22.6% for the week, up from 22.0% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 73%, down from 80% reported for the two previous weeks. This is normal for the high-vacation summer period.

Daily Number of Recrews Required: Of 1914 crew starts, 49 (3%) were recrews; the same percentage recorded for last week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged five trains for North Jersey, and one each for South Jersey or Detroit.

Locomotives: Gross Locomotives = 3868, Average Available = 3551, and Out-of-Service Ratio = 5.5%, up slightly from 5.2% the previous week.

Cars Offered in Interchange: averaged 170 cars daily, 26 of which were for the Norfolk Southern. The NS-offered and total-offered both up from last week.

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 89% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot-Line): the customer service center received no calls this week.

Last week was the last reported week in the second quarter. The quarterly summary showed CSX meeting the goal for 14 of the 18 key second quarter service measurements. Goals were met for cars on-line, overall train velocity, merchandise train velocity, slow order miles, crews on duty more than 12 hours, recrews, crew delay hours, car dwell, right connection, on-time origin departure, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out of service ratio.

CSXT's service performance continues at near-record levels, with little movement in indicators. Operations are very fluid and CSXT is able to absorb additional traffic.

Sincerely,

T.J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 06/29/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/25/01	06/26/01	06/27/01	06/28/01	06/29/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	247	370	336	426	459
	Cars On Hand - Empty	279	219	328	468	373
	Cars On Hand - Total	526	589	664	894	832
	Cars Handled	366	422	572	620	623
	Dwell Hours	29.8	33.8	26.5	27.8	25.1
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	223	158	340	243	250
	Cars On Hand - Empty	328	207	296	379	321
	Cars On Hand - Total	551	365	636	622	571
	Cars Handled	353	269	441	511	385
	Dwell Hours	41.4	31.2	23.7	26.2	25.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	192	238	166	179	259
	Cars On Hand - Empty	164	99	202	181	120
	Cars On Hand - Total	356	337	368	360	379
	Cars Handled	330	357	383	364	304
	Dwell Hours	23.7	23.0	23.2	19.5	25.0

CSX Comments: Daily average on hand cars decreased Oak Island and Pavonia, and increased at North Yard. All volumes still remain within expected norms for comparable periods. Overall terminal dwell time was 26.5 hours, up from 25.9 hours last week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/25/01	06/26/01	06/27/01	06/28/01	06/29/01
North Jersey SAA	Number of Originations	6	6	11	6	10
	% Ontime	0%	67%	45%	33%	50%
	% Late 0-2 Hours	67%	17%	27%	33%	30%
	% Late 2-4 Hours	17%	0%	18%	33%	0%
	% Late 4-6 Hours	0%	0%	9%	0%	10%
	% Late GT 6 Hours	17%	17%	0%	0%	10%
South Jersey SAA	Number of Originations	0	3	3	3	3
	% Ontime	0%	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	7	5	7	9
	% Ontime	83%	71%	60%	71%	100%
	% Late 0-2 Hours	17%	29%	40%	29%	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%

CSX Comments: Total road train delays were 42 trains. Crew delays were 9 trains for 17 hours; 7 trains were delayed 33 hours for power; originating trains 26 for 119 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 06/25/01	Tuesday 06/26/01	Wednesday 06/27/01	Thursday 06/28/01	Friday 06/29/01	Daily Average
Cars Offered	NS	16	36	36	0	40	26
	All Other	116	199	149	111	148	145
	Total	132	235	185	111	188	170

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 06/25/01	Tuesday 06/26/01	Wednesday 06/27/01	Thursday 06/28/01	Friday 06/29/01	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	50%	50%	50%	30%
MARC	Trains	18	18	18	18	18	90
	% On Time	78%	50%	78%	100%	100%	89%

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	06/23/01	06/24/01	06/25/01	06/26/01	06/27/01	06/28/01	06/29/01	Total
Baltimore	Train Crew Starts	24	18	18	19	21	15	18	133
	Crews Delayed +2 Hours	16	13	2	9	8	4	9	61
	% Delayed +2 Hours	63%	72%	11%	47%	38%	27%	50%	46%
Buffalo	Train Crew Starts	50	43	35	51	48	49	48	324
	Crews Delayed +2 Hours	4	5	5	3	3	8	4	32
	% Delayed +2 Hours	8%	12%	14%	6%	6%	16%	8%	10%
Chicago	Train Crew Starts	23	26	23	24	26	30	26	178
	Crews Delayed +2 Hours	7	10	4	8	10	8	6	53
	% Delayed +2 Hours	30%	38%	17%	33%	38%	27%	23%	30%
Cincinnati	Train Crew Starts	38	39	39	44	35	37	42	274
	Crews Delayed +2 Hours	1	3	4	3	3	2	4	20
	% Delayed +2 Hours	3%	8%	10%	7%	9%	5%	10%	7%
Cleveland	Train Crew Starts	28	28	22	22	23	28	24	175
	Crews Delayed +2 Hours	15	5	6	5	8	8	10	57
	% Delayed +2 Hours	54%	18%	27%	23%	35%	29%	42%	33%
Cumberland	Train Crew Starts	37	33	28	29	30	27	30	214
	Crews Delayed +2 Hours	7	2	2	6	2	0	5	24
	% Delayed +2 Hours	19%	6%	7%	21%	7%	0%	17%	11%
Detroit	Train Crew Starts	4	5	4	4	4	5	7	33
	Crews Delayed +2 Hours	1	0	3	3	2	3	2	14
	% Delayed +2 Hours	25%	0%	75%	75%	50%	60%	29%	42%
Philadelphia	Train Crew Starts	13	15	12	13	13	13	12	91
	Crews Delayed +2 Hours	2	1	4	2	3	4	4	20
	% Delayed +2 Hours	15%	7%	33%	15%	23%	31%	33%	22%
Selkirk	Train Crew Starts	48	41	37	43	49	48	51	317
	Crews Delayed +2 Hours	10	14	15	9	16	12	8	84
	% Delayed +2 Hours	21%	34%	41%	21%	33%	25%	16%	26%
Toledo	Train Crew Starts	37	39	28	29	25	22	30	210
	Crews Delayed +2 Hours	10	4	6	6	7	7	10	50
	% Delayed +2 Hours	27%	10%	21%	21%	28%	32%	33%	24%
Willard	Train Crew Starts	40	40	29	41	38	37	42	267
	Crews Delayed +2 Hours	10	5	7	12	10	12	11	67
	% Delayed +2 Hours	25%	13%	24%	29%	26%	32%	26%	25%

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

Surface Transportation Board Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	06/23/01	06/24/01	06/25/01	06/26/01	06/27/01	06/28/01	06/29/01	Total
Train Delay	Originating Train Starts	110	99	107	104	114	115	122	771
	Delayed Hours - Power	0	1	1	1	1	0	2	6
	Delayed Hours - Crews	24	12	7	3	1	21	14	82

Daily number of originating train starts on the Northern Region and the hours delayed due to lack of power and crews 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	06/23/01	06/24/01	06/25/01	06/26/01	06/27/01	06/28/01	06/29/01	Average
Crew Availability		77%	76%	77%	80%	79%	79%	79%	78%

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	06/23/01	06/24/01	06/25/01	06/26/01	06/27/01	06/28/01	06/29/01	Total
Crews/Recrews	Train Crew Starts	296	245	238	275	287	291	282	1914
	Recrews	6	5	3	6	6	13	10	49
	% Recrewed	2%	2%	1%	2%	2%	4%	4%	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	06/23/01	06/24/01	06/25/01	06/26/01	06/27/01	06/28/01	06/29/01	Average

Locomotives	Gross Fleet Size	3893	3871	3876	3873	3849	3859	3858	3868
	Avg. Number Available	3564	3516	3528	3554	3572	3568	3552	3551
	OOS Ratio	5.5	5.9	6.2	5.5	4.9	5.1	5.5	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	06/23/01	06/24/01	06/25/01	06/26/01	06/27/01	06/28/01	06/29/01	Average

Train Delay	Philadelphia/South Jersey	0	1	1	1	0	1	1	1
	North Jersey	7	3	6	1	6	5	4	5
	Detroit	1	0	2	0	1	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. The measure will be a composite of CSX and NS trains.

George A. Aspatore
General Solicitor

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

July 5, 2001

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 June 29, 2001, 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.
July 5, 2001
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

July 5, 2001

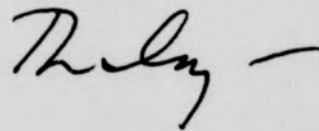
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

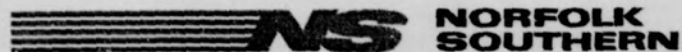
Dear Mr. Clemens:

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, 39 trains were held for terminal delays, 20 trains were held for crews, and 33 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at North Yard and decreased at Pavonia and 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. Nine trains were delayed 17 hours for lack of crews and 7 trains were delayed 33 hours awaiting power. Twenty-six originating trains were delayed a total of 119 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,

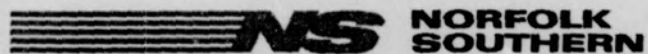




For the week ending 6/29/01

Shared Asset Area - Yard Performance

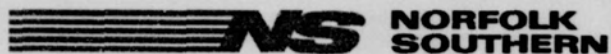
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	6/25/01	850	164	192	356	330	23.7
	6/26/01	850	99	238	337	357	23.0
	6/27/01	850	202	166	368	383	23.2
	6/28/01	850	181	179	360	364	19.5
	6/29/01	850	120	259	379	304	25.0
North Yard MI Average		850	153	207	360	348	22.8
Oak Island NJ	6/25/01	1200	279	247	526	366	29.8
	6/26/01	1200	219	370	589	422	33.8
	6/27/01	1200	328	336	664	572	26.5
	6/28/01	1200	468	426	894	620	27.8
	6/29/01	1200	373	459	832	623	25.1
Oak Island NJ Average		1200	333	368	701	521	28.1
Pavonia NJ	6/25/01	900	328	223	551	353	41.4
	6/26/01	900	207	158	365	269	31.2
	6/27/01	900	296	340	636	441	23.7
	6/28/01	900	379	243	622	511	26.2
	6/29/01	900	321	250	571	385	25.3
Pavonia Average		900	306	243	549	392	28.9



For the week ending 6/29/01

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-Jun	5	100%	0%	0%	0%	0%
	26-Jun	7	57%	43%	0%	0%	0%
	27-Jun	8	50%	38%	13%	0%	0%
	28-Jun	8	50%	50%	0%	0%	0%
	29-Jun	4	50%	50%	0%	0%	0%
Detroit Total		32	59%	38%	3%	0%	0%
North Jersey Total	25-Jun	5	40%	60%	0%	0%	0%
	26-Jun	6	33%	33%	33%	0%	0%
	27-Jun	10	20%	40%	10%	20%	10%
	28-Jun	10	30%	30%	20%	0%	20%
	29-Jun	4	50%	50%	0%	0%	0%
North Jersey Total		35	31%	40%	14%	6%	9%
South Jersey Total	25-Jun	1	0%	100%	0%	0%	0%
	26-Jun	3	67%	0%	0%	0%	33%
	27-Jun	3	100%	0%	0%	0%	0%
	28-Jun	3	33%	33%	0%	0%	33%
	29-Jun	3	67%	33%	0%	0%	0%
South Jersey Total		13	62%	23%	0%	0%	15%
Grand Total		80	48%	36%	8%	3%	6%

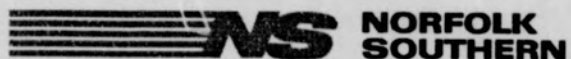


For the week ending 6/29/01

Shared Asset Area Trains Held

area	Sat 23-Jun	Sun 24-Jun	Mon 25-Jun	Tue 26-Jun	Wed 27-Jun	Thu 28-Jun	Fri 29-Jun	Grand Total
North Jersey	7	3	6	1	6	5	4	32
South Jersey	0	1	1	1	0	1	1	5
Detroit	1	0	2	0	1	1	0	5

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	97	0	27	27	0	151
Total	97	0	27	27	0	151

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

NS Northern Region Train Starts and Delays

	Saturday 23-Jun	Sunday 24-Jun	Monday 25-Jun	Tuesday 26-Jun	Wednesday 27-Jun	Thursday 28-Jun	Friday 29-Jun	Grand Total
# of Train Starts	162	140	158	164	174	164	162	1124
Delay Cause								
Crew Delays (hrs)	1.9	4.8	0.8	2.8	4.7	5.8	1.3	22.0
Power Delays (hrs)	21.5	15.5	70.3	62.8	65.2	26.8	10.5	272.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 23-Jun	Sunday 24-Jun	Monday 25-Jun	Tuesday 26-Jun	Wednesday 27-Jun	Thursday 28-Jun	Friday 29-Jun	average
Fleet Size	3171	3188	3220	3210	3210	3185	3176	3194
available	2998	2982	3034	3027	3015	3005	2992	3008
out of service %	5.5%	6.5%	5.8%	5.7%	6.1%	5.7%	5.8%	5.8%

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



NS Crew Starts and Delays

		Saturday 23-Jun	Sunday 24-Jun	Monday 25-Jun	Tuesday 26-Jun	Wednesday 27-Jun	Thursday 28-Jun	Friday 29-Jun	Grand Total
Allentown	crew starts	15	13	14	13	15	16	18	104
	crews delayed	5	5	3	4	5	5	4	31
Bellevue	crew starts	40	42	31	40	43	43	41	280
	crews delayed	7	14	4	10	10	12	7	64
Buffalo	crew starts	19	22	22	22	21	25	25	156
	crews delayed	3	3	5	3	2	3	3	22
Chicago	crew starts	33	32	31	35	36	31	34	232
	crews delayed	11	9	11	12	9	10	11	73
Cincinnati	crew starts	37	35	25	37	31	38	36	239
	crews delayed	6	6	8	6	2	8	8	44
Cleveland	crew starts	10	8	12	8	11	5	9	63
	crews delayed	4	2	3	3	1	1	3	17
Conway	crew starts	59	54	46	52	57	51	59	378
	crews delayed	25	13	18	13	16	9	15	109
Detroit	crew starts	15	14	20	21	17	19	19	125
	crews delayed	1	4	5	7	5	3	6	31
Elkhart	crew starts	29	43	38	28	37	40	36	251
	crews delayed	14	21	16	13	15	21	13	113
Harrisburg	crew starts	48	45	37	56	46	52	52	336
	crews delayed	15	11	8	20	10	18	16	98
Toledo	crew starts	52	66	47	47	58	57	58	385
	crews delayed	15	22	19	11	11	14	13	105

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

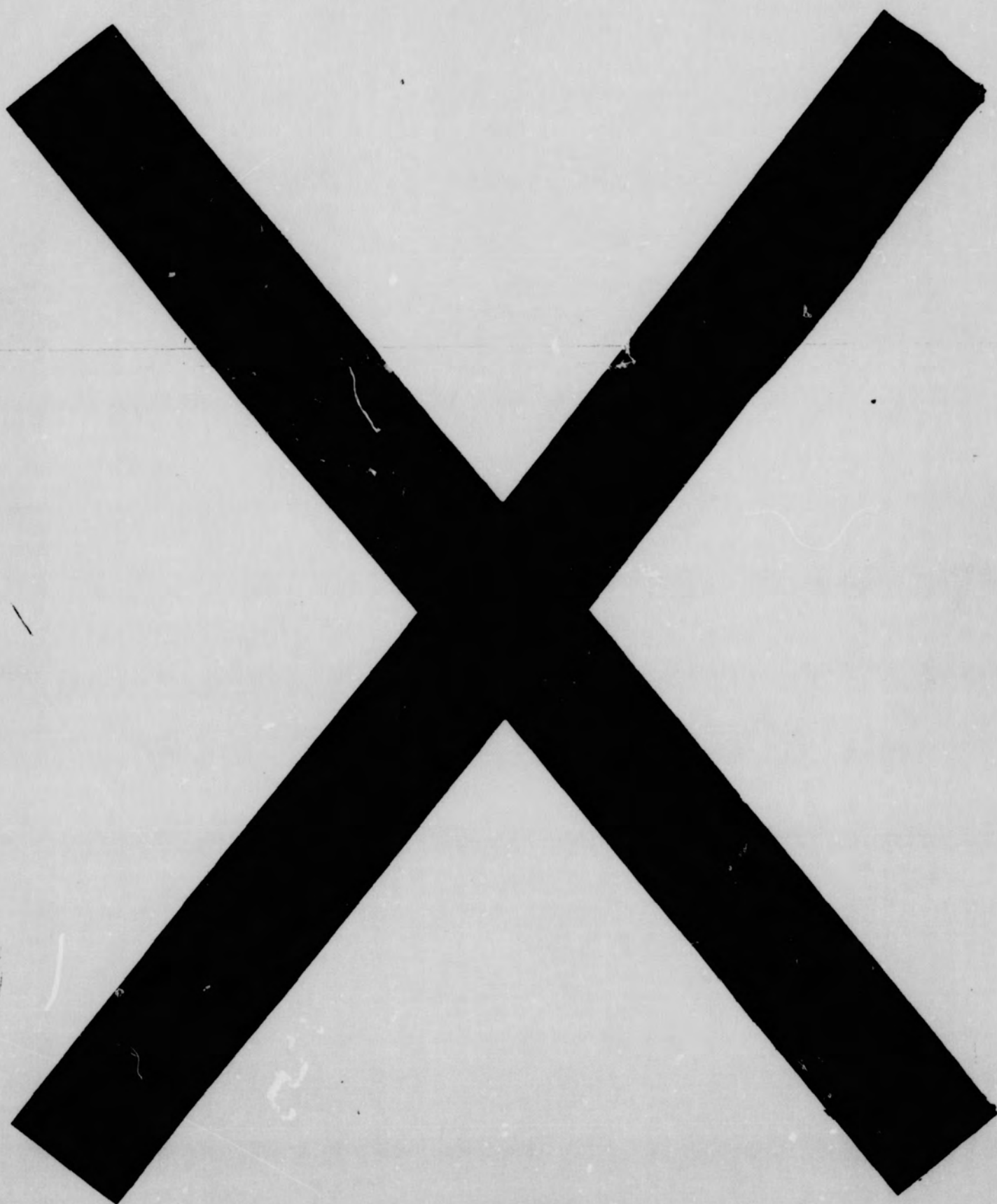
	Saturday 23-Jun	Sunday 24-Jun	Monday 25-Jun	Tuesday 26-Jun	Wednesday 27-Jun	Thursday 28-Jun	Friday 29-Jun	average
availability%	73%	72%	75%	78%	79%	78%	76%	76%

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

NS Northern Region Crew Starts and Recrews

	Saturday 23-Jun	Sunday 24-Jun	Monday 25-Jun	Tuesday 26-Jun	Wednesday 27-Jun	Thursday 28-Jun	Friday 29-Jun	Grand Total
crew starts	290	302	273	290	316	306	326	2103
recrews	15	13	7	17	19	17	10	98

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

6-28-01

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202771

SURFACE TRANSPORTATION BOARD

Memorandum

ENTERED
Office of the Secretary

JUN 28 2001

Part of
Public Record

DATE: June 28, 2001



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 To Da Office Solutions. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

cc: Chairman Morgan
Vice Chairman Clyburn
Commissioner 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

June 27, 2001

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, June 22nd. Cars on-line increased slightly from 239,639 to 240,062. Terminal dwell increased from 24.3 hours to 24.5 hours. Train velocity also moved very slightly adverse from 21.0 to 20.9 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

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably ten percentage points to 65%. The more-than-six-hours-late category moved favorably two percentage points to 7%.

Yards and Terminals

Car volumes and dwell times changed very little, remaining within expected levels at most terminals across the network. Six of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

Two of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category (98%) occurred on the East St. Louis to Northeast corridor. Overall, the on-time-to-two-hours-late category was 68%, down three percentage points from 71% reported last week. Trains in the greater-than-six-hours-late was 16 %, up two percentage points from last week's 14%.

Shared Areas

Daily average on hand cars decreased at North Yard and Pavonia, and increased at Oak Island. All volumes still remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.9 hours, up from 25.6 hours last week. Oak Island performance was impacted by adverse weather conditions stemming from Tropical Storm Allison.

Additional Measurements

Train Delay Metric: For 772 train starts, weekly train delay totaled 15 hours for Power and 75 hours for Crew. Power delay and Crew delay both improved from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 22.0% for the week, improved from 24.3% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 80%, the same percentage reported for last week.

Daily Number of Recrews Required: Of 1893 crew starts, 64 (3%) were recrews; the same percentage recorded for last week.

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

Locomotives: Gross Locomotives = 3849, Average Available = 3535, and Out-of-Service Ratio = 5.2%, up slightly from 5.1% the previous week.

Cars Offered in Interchange: averaged 98 cars daily, 0 of which were for the Norfolk Southern. The NS-offered and total-offered both improved this week.

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 94% for 88 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot-Line): the customer service center received no calls this week.

Last week we met the goal for 14 of the 18 key service measures established for the second quarter. Goals were met for FRA Reportable Injuries, FRA Reportable Derailments, cars on-line, overall train velocity, merchandise train velocity, slow order miles, crew delay hours, car dwell, right connection, on-time origin departure, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out of service ratio.

CSXT's service performance continues at near-record levels, with little movement in indicators. Operations are very fluid and CSXT is able to absorb additional traffic.

Sincerely,

T.J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

06/22/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	328	277	507	358	418
	Cars On Hand - Empty	278	329	377	410	484
	Cars On Hand - Total	606	606	884	768	902
	Cars Handled	561	425	551	547	621
	Dwell Hours	38.6	31.0	30.8	30.9	28.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	268	170	258	242	340
	Cars On Hand - Empty	254	291	358	401	359
	Cars On Hand - Total	522	461	616	643	699
	Cars Handled	426	332	495	526	451
	Dwell Hours	35.1	23.3	21.6	20.3	29.5
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	74	153	154	176	171
	Cars On Hand - Empty	143	120	212	146	109
	Cars On Hand - Total	217	273	366	322	280
	Cars Handled	420	284	363	293	412
	Dwell Hours	8.1	22.1	18.8	16.7	21.0

CSX Comments: Daily average on hand cars decreased North Yard and Pavonia, and increased at Oak Island. All volumes still remain within expected norms for comparable periods.
Overall terminal dwell time was 25.9 hours, up from 25.6 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01
North Jersey SAA	Number of Originations	6	6	11	6	10
	% Ontime	0%	67%	45%	33%	50%
	% Late 0-2 Hours	67%	17%	27%	33%	30%
	% Late 2-4 Hours	17%	0%	18%	33%	0%
	% Late 4-6 Hours	0%	0%	9%	0%	10%
	% Late GT 6 Hours	17%	17%	0%	0%	10%
South Jersey SAA	Number of Originations	0	3	3	3	3
	% Ontime	0%	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	7	5	7	9
	% Ontime	83%	71%	60%	71%	100%
	% Late 0-2 Hours	17%	29%	40%	29%	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%

CSX Comments: Total road train delays were 38 trains. Crew delays were 9 trains for 27 hours; 6 trains were delayed 23 hours for power; originating trains 23 for 235 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	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01	Average
Cars Offered	NS	0	0	0	0	0	0
	All Other	67	199	81	35	106	98
	Total	67	199	81	35	106	98

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	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	50%	0%	0%	100%	30%
MARC	Trains	18	18	18	18	16	88
	% On Time	78%	100%	94%	100%	100%	94%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	06/16/01	06/17/01	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01	Total
Baltimore	Train Crew Starts	22	18	16	19	17	18	20	130
	Crews Delayed +2 Hours	8	6	7	7	7	8	6	49
	% Delayed +2 Hours	36%	33%	44%	37%	41%	44%	30%	38%
Buffalo	Train Crew Starts	40	42	36	48	49	46	51	312
	Crews Delayed +2 Hours	5	2	4	5	6	5	6	33
	% Delayed +2 Hours	13%	5%	11%	10%	12%	11%	12%	11%
Chicago	Train Crew Starts	26	22	24	28	25	26	25	176
	Crews Delayed +2 Hours	8	8	8	7	11	13	6	61
	% Delayed +2 Hours	31%	36%	33%	25%	44%	50%	24%	35%
Cincinnati	Train Crew Starts	41	34	35	36	44	39	34	263
	Crews Delayed +2 Hours	2	1	1	2	4	6	3	19
	% Delayed +2 Hours	5%	3%	3%	6%	9%	15%	9%	7%
Cleveland	Train Crew Starts	24	23	21	23	23	22	21	157
	Crews Delayed +2 Hours	13	8	6	6	3	6	6	48
	% Delayed +2 Hours	54%	35%	29%	26%	13%	27%	29%	31%
Cumberland	Train Crew Starts	27	33	23	30	24	31	26	194
	Crews Delayed +2 Hours	2	1	3	1	1	9	5	22
	% Delayed +2 Hours	7%	3%	13%	3%	4%	29%	19%	11%
Detroit	Train Crew Starts	5	4	5	4	6	6	7	37
	Crews Delayed +2 Hours	1	0	2	2	3	3	2	13
	% Delayed +2 Hours	20%	0%	40%	50%	50%	50%	29%	35%
Philadelphia	Train Crew Starts	14	15	10	14	16	11	15	95
	Crews Delayed +2 Hours	3	4	2	4	1	1	2	17
	% Delayed +2 Hours	21%	27%	20%	29%	6%	9%	13%	18%
Selkirk	Train Crew Starts	43	44	36	36	50	46	45	300
	Crews Delayed +2 Hours	9	15	9	5	10	14	13	75
	% Delayed +2 Hours	21%	34%	25%	14%	20%	30%	29%	25%
Toledo	Train Crew Starts	36	33	33	27	31	32	32	224
	Crews Delayed +2 Hours	4	2	10	4	6	15	8	49
	% Delayed +2 Hours	11%	6%	30%	15%	19%	47%	25%	22%
Willard	Train Crew Starts	42	39	33	41	38	38	41	272
	Crews Delayed +2 Hours	9	11	7	8	13	6	11	65
	% Delayed +2 Hours	21%	28%	21%	20%	34%	16%	27%	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	06/16/01	06/17/01	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01	Total
Train Delay	Originating Train Starts	112	115	101	101	116	110	117	772
	Delayed Hours - Power	4	3	0	0	2	1	5	15
	Delayed Hours - Crews	20	24	14	0	2	12	3	75

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	06/16/01	06/17/01	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01	Average
Crew Availability		79%	77%	79%	81%	82%	82%	80%	80%

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	06/16/01	06/17/01	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01	Total
Crews/Recrews	Train Crew Starts	289	245	234	274	289	282	280	1893
	Recrews	21	6	5	8	7	12	5	64
	% Recrewed	7%	2%	2%	3%	2%	4%	2%	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	06/16/01	06/17/01	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01	Average
Locomotives	Gross Fleet Size	3820	3791	3841	3883	3851	3872	3885	3849
	Avg. Number Available	3520	3510	3559	3519	3529	3559	3552	3535
	OOS Ratio	4.9	5.4	5.1	5.0	5.4	5.2	5.5	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	06/16/01	06/17/01	06/18/01	06/19/01	06/20/01	06/21/01	06/22/01	Average
Train Delay	Philadelphia/South Jersey	0	0	1	0	0	0	0	0
	North Jersey	7	5	5	2	6	4	5	5
	Detroit	0	0	1	0	0	1	1	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.

George A. Aspatore
General Solicitor

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

June 27, 2001

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 June 22, 2001, 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.
June 27, 2001
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

June 27, 2001

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

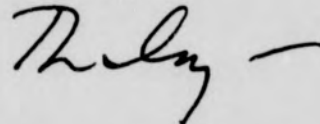
Dear Mr. Clemens:

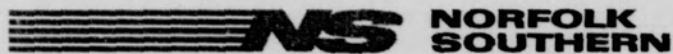
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 37 trains were held for terminal delays, 29 trains were held for crews, and 28 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 decreased at North Yard and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power increased from the prior week. Nine trains were delayed 27 hours for lack of crews and 6 trains were delayed 23 hours for power. Twenty-three originating trains were delayed a total of 235 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 54% of the delay hours reported in the SAAs.

Sincerely,

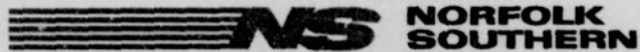
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For the week ending 6/22/01

Shared Asset Area - Yard Performance

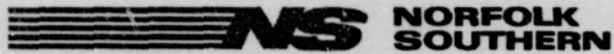
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	6/18/01	850	143	74	217	420	8.1
	6/19/01	850	120	153	273	284	22.1
	6/20/01	850	212	154	366	363	18.8
	6/21/01	850	146	176	322	293	16.7
	6/22/01	850	109	171	280	412	21.0
North Yard MI Average		850	146	146	292	354	17.0
Oak Island NJ	6/18/01	1200	278	328	606	561	38.6
	6/19/01	1200	329	277	606	425	31.0
	6/20/01	1200	377	507	884	551	30.8
	6/21/01	1200	410	358	768	547	30.9
	6/22/01	1200	484	418	902	621	28.2
Oak Island NJ Average		1200	376	378	753	541	31.9
Pavonia NJ	6/18/01	900	254	268	522	426	35.1
	6/19/01	900	291	170	461	332	23.3
	6/20/01	900	358	258	616	495	21.6
	6/21/01	900	401	242	643	526	20.3
	6/22/01	900	359	340	699	451	29.5
Pavonia Average		900	333	256	588	446	25.7



For the week ending 6/22/01

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-Jun	6	83%	17%	0%	0%	0%
	19-Jun	7	71%	29%	0%	0%	0%
	20-Jun	5	60%	40%	0%	0%	0%
	21-Jun	7	71%	29%	0%	0%	0%
	22-Jun	9	100%	0%	0%	0%	0%
Detroit Total		34	79%	21%	0%	0%	0%
North Jersey Total	18-Jun	6	0%	67%	17%	0%	17%
	19-Jun	6	67%	17%	0%	0%	17%
	20-Jun	11	45%	27%	18%	9%	0%
	21-Jun	6	33%	33%	33%	0%	0%
	22-Jun	10	50%	30%	0%	10%	10%
North Jersey Total		39	41%	33%	13%	5%	8%
South Jersey Total	18-Jun	0	0%	0%	0%	0%	0%
	19-Jun	3	33%	67%	0%	0%	0%
	20-Jun	3	100%	0%	0%	0%	0%
	21-Jun	3	100%	0%	0%	0%	0%
	22-Jun	3	100%	0%	0%	0%	0%
South Jersey Total		12	83%	17%	0%	0%	0%
Grand Total		85	62%	26%	6%	2%	4%

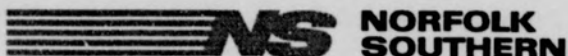


For the week ending 6/22/01

Shared Asset Area Trains Held

area	Sat 16-Jun	Sun 17-Jun	Mon 18-Jun	Tue 19-Jun	Wed 20-Jun	Thu 21-Jun	Fri 22-Jun	Grand Total
North Jersey	7	5	5	2	6	4	5	34
South Jersey	0	0	1	0	0	0	0	1
Detroit	0	0	1	0	0	1	1	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	115	0	0	50	0	165
Total	115	0	0	50	0	165

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

NS Northern Region Train Starts and Delays

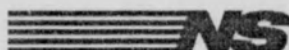
	Saturday 16-Jun	Sunday 17-Jun	Monday 18-Jun	Tuesday 19-Jun	Wednesday 20-Jun	Thursday 21-Jun	Friday 22-Jun	Grand Total
# of Train Starts	160	143	155	170	159	173	166	1126
Delay Cause								
Crew Delays (hrs)	13.9	3.8	1.6	7.3	0.0	4.4	0.0	31.0
Power Delays (hrs)	43.1	1.5	7.0	32.0	12.5	110.4	57.5	264.1

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 16-Jun	Sunday 17-Jun	Monday 18-Jun	Tuesday 19-Jun	Wednesday 20-Jun	Thursday 21-Jun	Friday 22-Jun	average
Fleet Size	3199	3132	3176	3183	3196	3206	3170	3180
available	3024	2931	2984	2997	2996	3016	2985	2990
out of service %	5.5%	6.4%	6.0%	5.8%	6.3%	5.9%	5.8%	6.0%

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



**NORFOLK
SOUTHERN**

NS Crew Starts and Delays

		Saturday 16-Jun	Sunday 17-Jun	Monday 18-Jun	Tuesday 19-Jun	Wednesday 20-Jun	Thursday 21-Jun	Friday 22-Jun	Grand Total
Allentown	crew starts	13	11	14	14	16	14	12	94
	crews delayed	6	4	5	2	5	3	2	27
Bellevue	crew starts	36	31	31	38	43	43	38	260
	crews delayed	13	6	12	5	5	7	7	55
Buffalo	crew starts	23	21	21	22	21	23	24	155
	crews delayed	5	5	3	0	3	4	4	24
Chicago	crew starts	33	34	31	33	38	35	31	235
	crews delayed	12	15	11	7	16	11	12	84
Cincinnati	crew starts	36	35	34	36	28	36	41	246
	crews delayed	4	6	12	5	6	8	8	49
Cleveland	crew starts	10	11	8	8	10	12	11	70
	crews delayed	5	5	5	4	3	5	2	29
Conway	crew starts	54	58	46	55	53	56	53	375
	crews delayed	20	17	21	15	15	16	12	116
Detroit	crew starts	15	15	22	19	23	20	21	135
	crews delayed	4	5	7	4	8	7	6	41
Elkhart	crew starts	36	37	28	35	35	33	31	235
	crews delayed	12	13	15	11	12	15	14	92
Harrisburg	crew starts	49	45	42	56	54	48	48	342
	crews delayed	18	20	17	21	12	14	18	120
Toledo	crew starts	62	55	48	49	60	54	63	391
	crews delayed	22	18	17	16	16	13	20	122

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-Jun	Sunday 17-Jun	Monday 18-Jun	Tuesday 19-Jun	Wednesday 20-Jun	Thursday 21-Jun	Friday 22-Jun	average
availability%	73%	71%	74%	76%	79%	76%	76%	75%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 16-Jun	Sunday 17-Jun	Monday 18-Jun	Tuesday 19-Jun	Wednesday 20-Jun	Thursday 21-Jun	Friday 22-Jun	Grand Total
crew starts	319	297	270	321	328	312	299	2146
recrews	17	7	13	12	15	17	11	92

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

Buffalo Update
June 27, 2001

NS continues to experience no major operating issues in the Buffalo area. We remain current with the traffic and the interchanges with our connecting carriers. On our Buffalo Hotline, we received no new calls over the past two weeks.

