STB FD-33388 8-17-00 D 199525

SURFACE TRANSPORTATION BOARD

Memorandum

199525

DATE: August 17, 2000

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 Jim Greene.

Attachments

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

CSX TRANSPORTATION

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

August 16, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, August 11th.

Railroad performance remained relatively unchanged last week. Cars on-line moved from 256,117 to 255,385, a slight decrease from the prior week. Overall train velocity remained at 19.5 miles-per-hour. Terminal dwell increased slightly from 27.7 to 29.0 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

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorable 13 percentage points. The greater-than-six-hours-late category moved unfavorable by 12 percentage points. Scheduled track maintenance within the Chicago area by various railroads contributed to some of the delays.

Yards and Terminals

Car volumes and dwell times remained steady or increased slightly in most terminals across the network.

Corridor Performance

None of the six corridors showed an improvement compared to the prior week. The best performances in the on-time-to-two-hours-late category were the East St. Louis and Chicago to Northeast corridors. Overall, the on-time-to-two-hours-late category moved unfavorably by five percentage points compared to last week, while the percent of trains in the greater-than-six-hours-late category moved unfavorably by one percentage point.

Shared Areas

Daily average of cars on-hand decreased slightly at Oak Island and increased slightly at Pavonia and Detroit North Yard. Overall terminal dwell time improved to 25.5 hours, compared to 27.8 hours last week. Improvements at Pavonia, fueled chiefly by unit trains, offset slightly worse results at Oak Island and Detroit North Yard. For the week, there were a total of 84 trains delayed for CSXT and NS: 42 for crew, 20 for power, and 22 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 767 train starts, daily Train Delay totaled 232 hours for Power and 226 hours for Crew. Power and Crew delays were up from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 23.9% for the week, a favorable move from the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 77%, down one percentage point from the prior week. Manpower numbers continue to show the effects of the high summer vacation period.

Daily Number of Recrews Required: Of 2184 crew starts, 64 (3%) were recrews, down one percentage point from the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train per day for South Jersey, five trains for North Jersey, and Detroit averaged three trains. North Jersey and South Jersey improved from the prior week.

Locomotives: Gross Locomotives = 4103, Average Available = 3659, and Out-of-Service Ratio = 5.9%, an increase from the prior week.

Cars Offered in Interchange: averaged 225 cars daily, of which 35 were allocated to Norfolk Southern. Daily average increased from the prior week, while the NS average decreased.

On-time performance, passenger trains through Brunswick, MD: 33% for 6 AMTRAK trains (Pittsburgh – Washington) and 92% for 90 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to storms and flooding causing slow orders and signal problems.

Buffalo Customer Service (Hot-Line): the customer service center received one hot-line call seeking assistance in tracing cars. The call was resolved and no further action was required.

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

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: **08/11/00**

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 08/07/00	Tuesday 08/08/00	Wednesday 08/09/00	Thursday 08/10/00	Friday 08/11/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	460	326	329	275	255
	Cars On Hand - Empty	323	263	224	345	211
	Cars On Hand - Total	783	589	553	620	466
	Cars Handled	427	510	498	588	396
	Dwell Hours	34.8	40.5	23.7	25.1	27.1
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	325	307	351	275	292
	Cars On Hand - Empty	262	324	352	370	273
	Cars On Hand - Total	587	631	703	645	565
	Cars Handled	447	639	411	578	479
	Dwell Hours	43.1	15.9	20.7	18.4	17.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	104	180	139	241	295
	Cars On Hand - Empty	55	149	138	172	199
	Cars On Hand - Total	159	329	277	413	494
	Cars Handled	195	232	323	224	283
	Dwell Hours	18.7	19.4	20.2	24.7	32.3

CSX Comments: Daily average on hand cars decreased slightly at Oak Island, and increased slightly at North Yard and Pavonia. Overall terminal dwell time was 25.5 hours, down from 27.6 the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 08/07/00	Tuesday 08/08/00	Wednesday 08/09/00	Thursday 08/10/00	Friday 08/11/00
North Jersey SAA	Number of Originations	6	13	13	14	12
	% Ontime	0%	8%	0%	21%	8%
	% Late 0-2 Hours	50%	31%	62%	21%	17%
	% Late 2-4 Hours	33%	31%	15%	29%	25%
	% Late 4-6 Hours	0%	0%	8%	7%	8%
	% Late GT 6 Hours	17%	31%	15%	21%	42%
South Jersey SAA	Number of Originations	4	6	6	7	5
	% Ontime	25%	0%	17%	57%	40%
	% Late 0-2 Hours	25%	50%	17%	14%	0%
	% Late 2-4 Hours	50%	17%	0%	14%	40%
	% Late 4-6 Hours	0%	17%	17%	0%	0%
	% Late GT 6 Hours	0%	17%	50%	14%	20%
Detroit SAA	Number of Originations	14	24	25	26	23
	% Ontime	14%	4%	8%	31%	22%
	% Late 0-2 Hours	36%	46%	44%	19%	22%
	% Late 2-4 Hours	36%	25%	8%	23%	22%
	% Late 4-6 Hours	0%	4%	8%	4%	4%
	% Late GT 6 Hours	14%	21%	32%	23%	30%

CSX Comments: Total road train delays were 84 trains. Crew delays were 42 trains for 257 hours; power 20 trains for 95 hours; originating trains 22 for 121 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 08/07/00	Tuesday 08/08/00	Wednesday 08/09/00	Thursday 08/10/00	Friday 08/11/00	Daily Average
Cars Offered	NS	5	38	38	36	59	35
	All Other	242	189	151	153	216	190
	Total	247	227	189	189	275	225

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 08/07/00	Tuesday 08/08/00	Wednesday 08/09/00	Thursday 08/10/00	Friday 08/11/00	Weekly Totals
AMTK	Trains	0	0	2	2	2	6
	% On Time	0%	0%	0%	0%	100%	33%
MARC	Trains	18	18	18	18	18	90
	% On Time	89%	100%	72%	100%	100%	92%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 08/05/00	Sunday 08/06/00	Monday 08/07/00	Tuesday 08/08/00	Wednesday 08/09/00	Thursday 08/10/00	Friday 08/11/00	Weekly Total
Baltimore	Train Crew Starts	17	14	15	13	21	16	21	117
	Crews Delayed +2 Hours	9	2	8	6	9	8	11	53
	% Delayed +2 Hours	53%	14%	53%	46%	43%	50%	52%	45%
Buffalo	Train Crew Starts	41	36	34	44	32	40	38	265
	Crews Delayed +2 Hours	9	7	6	7	8	7	11	55
	% Delayed +2 Hours	22%	19%	18%	16%	25%	18%	29%	21%
Chicago	Train Crew Starts	19	25	22	25	22	23	24	160
	Crews Delayed +2 Hours	6	11	9	9	7	10	12	64
	% Delayed +2 Hours	32%	44%	41%	36%	32%	43%	50%	40%
Cincinnati	Train Crew Starts	39	41	39	43	35	38	38	273
	Crews Delayed +2 Hours	4	2	2	0	0	5	0	13
	% Delayed +2 Hours	10%	5%	5%	0%	0%	13%	0%	5%
Cleveland	Train Crew Starts	25	24	27	20	22	22	24	164
	Crews Delayed +2 Hours	7	9	5	3	6	6	13	49
	% Delayed +2 Hours	28%	38%	19%	15%	27%	27%	54%	30%
Cumberland	Train Crew Starts	29	26	26	27	40	33	38	219
	Crews Delayed +2 Hours	1	1	2	1	3	10	3	21
	% Delayed +2 Hours	3%	4%	8%	4%	8%	30%	8%	10%
Detroit	Train Crew Starts	4	4	6	6	7	6	6	39
	Crews Delayed +2 Hours	1	0	2	2	1	2	2	10
	% Delayed +2 Hours	25%	0%	33%	33%	8%	33%	33%	26%
Philadelphia	Train Crew Starts	14	10	11	13	12	14	10	84
	Crews Delayed +2 Hours	2	2	1	6	2	5	4	22
	% Delayed +2 Hours	14%	20%	9%	46%	17%	36%	40%	26%
Selkirk	Train Crew Starts	46	34	23	45	35	45	47	275
	Crews Delayed +2 Hours	17	9	7	12	5	17	11	78
	% Delayed +2 Hours	37%	26%	30%	27%	14%	38%	23%	28%
Toledo	Train Crew Starts	29	30	29	20	19	30	23	180
	Crews Delayed +2 Hours	3	7	8	5	0	7	8	38
	% Delayed +2 Hours	10%	23%	28%	25%	0%	23%	35%	21%
Willard	Train Crew Starts	39	37	32	43	49	51	44	295
	Crews Delayed +2 Hours	13	15	9	11	17	17	11	93
	% Delayed +2 Hours	33%	41%	28%	26%	35%	33%	25%	32%

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	08/05/00	08/06/00	08/07/00	08/08/00	08/09/00	08/10/00	08/11/00	Total
Train Delay	Originating Train Starts	115	109	105	110	99	112	117	767
	Delayed Hours - Power	23	8	3	31	36	70	61	232
	Delayed Hours - Crews	31	72	11	31	44	6	31	226

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	08/05/00	08/06/00	08/07/00	08/08/00	08/09/00	08/10/00	08/11/00	Average
Crew Availability	% Available	76%	74%	76%	78%	79%	79%	78%	77%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	08/05/00	08/06/00	08/07/00	08/08/00	08/09/00	08/10/00	08/11/00	Total
Crews/Recrews	Train Crew Starts	268	249	231	293	263	302	578	2184
	Recrews	7	7	7	11	6	12	14	64
	% Recrewed	3%	3%	3%	4%	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	08/05/00	08/06/00	08/07/00	08/08/00	08/09/00	08/10/00	08/11/00	Average
Locomotives	Gross Fleet Size	4084	4061	4088	4093	4115	4125	4156	4103
	Avg. Number Available	3636	3603	3637	3682	3664	3683	3707	3659
	OOS Ratio	5.4	5.7	6.4	6.2	6.1	5.7	5.7	5.9

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	08/05/00	08/06/00	08/07/00	08/08/00	08/09/00	08/10/00	08/11/00	Average
Train Delay	Philadelphia/South Jersey	2	0	1	1	0	0	0	1
	North Jersey	4	6	4	8	2	6	7	5
	Detroit	3	3	5	2	3	2	4	3

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

George A. Aspatore
General Solicitor

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August 16, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending August 11, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

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

August 16, 2000

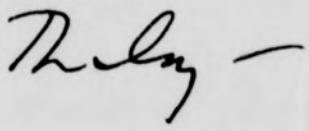
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Norfolk Southern's performance metrics show the following changes: the number of cars on line increased; the average train speed decreased; and the average terminal dwell increased. All changes reflect normal seasonal traffic cycles. On the monitored corridors and Chicago gateway operations, 64 trains were held for terminal congestion, 23 trains were held for crews, and 5 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased slightly at Oak Island and increased slightly at North Yard 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: 42 trains were delayed 257 hours for lack of crews and 20 train was delayed for 95 hours awaiting power. Twenty-two originating trains were delayed a total of 121 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 61% of the delay hours reported in the SAAs.

Sincerely,



NORFOLK SOUTHERN

For the week ending 8/11/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	8/7/00	850	55	104	159	195	18.7
	8/8/00	850	149	180	329	232	19.4
	8/9/00	850	138	139	277	323	20.2
	8/10/00	850	172	241	413	224	24.7
	8/11/00	850	199	295	494	283	32.3
North Yard MI Average		**850**	**143**	**192**	**334**	**251**	**23.4**
Oak Island NJ	8/7/00	1200	323	460	783	427	34.8
	8/8/00	1200	263	326	589	510	40.5
	8/9/00	1200	224	329	553	498	23.7
	8/10/00	1200	345	275	620	588	25.1
	8/11/00	1200	211	255	466	396	27.1
Oak Island NJ Average		**1200**	**273**	**329**	**602**	**484**	**30.1**
Pavonia NJ	8/7/00	900	262	325	587	447	43.1
	8/8/00	900	324	307	631	639	15.9
	8/9/00	900	352	351	703	411	20.7
	8/10/00	900	370	275	645	578	18.4
	8/11/00	900	273	292	565	479	17.4
Pavonia Average		**900**	**316**	**310**	**626**	**511**	**22.3**

NORFOLK SOUTHERN

For the week ending 8/11/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	7-Aug	4	25%	25%	25%	0%	25%
	8-Aug	5	0%	80%	20%	0%	0%
	9-Aug	6	17%	33%	0%	0%	50%
	10-Aug	5	20%	20%	20%	0%	40%
	11-Aug	6	33%	50%	0%	0%	17%
Detroit Total		26	19%	42%	12%	0%	27%
North Jersey Total	7-Aug	6	0%	50%	33%	0%	17%
	8-Aug	13	8%	31%	31%	0%	31%
	9-Aug	13	0%	62%	15%	8%	15%
	10-Aug	14	21%	21%	29%	7%	21%
	11-Aug	12	8%	17%	25%	8%	42%
North Jersey Total		58	9%	34%	26%	5%	26%
South Jersey Total	7-Aug	4	25%	25%	50%	0%	0%
	8-Aug	6	0%	50%	17%	17%	17%
	9-Aug	6	17%	17%	0%	17%	50%
	10-Aug	7	57%	14%	14%	0%	14%
	11-Aug	5	40%	0%	40%	0%	20%
South Jersey Total		28	29%	21%	21%	7%	21%
Grand Total		112	16%	33%	21%	4%	25%

NORFOLK SOUTHERN

For the week ending 8/11/00

Shared Asset Area Trains Held

area	Sat 05-Aug	Sun 06-Aug	Mon 07-Aug	Tue 08-Aug	Wed 09-Aug	Thu 10-Aug	Fri 11-Aug	Grand Total
North Jersey	4	6	4	8	2	6	7	37
South Jersey	4	2	4	5	1	5	4	25
Detroit	3	3	5	2	3	2	4	22

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.

NORFOLK SOUTHERN

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	53	**53**
Total	**0**	**0**	**0**	**0**	**53**	**53**

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

NS Northern Region Train Starts and Delays

	Saturday 5-Aug	Sunday 6-Aug	Monday 7-Aug	Tuesday 8-Aug	Wednesday 9-Aug	Thursday 10-Aug	Friday 11-Aug	Grand Total
# of Train Starts	233	215	223	250	247	194	190	1552
Delay Cause								
Crew Delays (hrs)	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4.5
Power Delays (hrs)	0.0	22.8	94.2	72.4	33.9	27.8	107.1	358.0

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 5-Aug	Sunday 6-Aug	Monday 7-Aug	Tuesday 8-Aug	Wednesday 9-Aug	Thursday 10-Aug	Friday 11-Aug	average
Fleet Size	3503	3515	3460	3478	3493	3538	3558	3506
available	3318	3327	3275	3290	3313	3376	3399	3328
out of service %	5.3%	5.3%	5.3%	5.4%	5.2%	4.6%	4.5%	5.1%

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

NORFOLK SOUTHERN

NS Crew Starts and Delays

		Saturday 5-Aug	Sunday 6-Aug	Monday 7-Aug	Tuesday 8-Aug	Wednesday 9-Aug	Thursday 10-Aug	Friday 11-Aug	Grand Total
Allentown	crew starts	13	15	16	17	18	15	19	113
	crews delayed	2	5	4	5	7	5	6	34
Bellevue	crew starts	43	42	33	51	43	46	43	301
	crews delayed	17	22	15	23	12	20	20	129
Buffalo	crew starts	25	23	29	29	27	27	27	187
	crews delayed	6	8	6	8	8	7	10	53
Chicago	crew starts	35	26	35	36	31	34	35	232
	crews delayed	15	8	15	5	13	15	25	96
Cincinnati	crew starts	41	33	32	33	32	36	42	249
	crews delayed	11	9	5	9	5	14	10	63
Cleveland	crew starts	14	20	15	16	22	18	16	121
	crews delayed	5	8	4	5	8	5	11	46
Conway	crew starts	55	58	48	53	48	58	55	375
	crews delayed	14	19	15	14	16	13	20	111
Detroit	crew starts	19	15	22	19	18	19	22	134
	crews delayed	9	8	8	5	8	10	12	60
Elkhart	crew starts	33	34	38	32	43	37	34	251
	crews delayed	8	15	13	15	16	18	21	106
Harrisburg	crew starts	55	50	39	56	59	62	58	379
	crews delayed	20	17	12	14	25	30	29	147
Toledo	crew starts	55	49	48	52	55	59	47	365
	crews delayed	16	17	17	14	16	9	9	98

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

NS Northern Region Daily Crew Availability Percentage

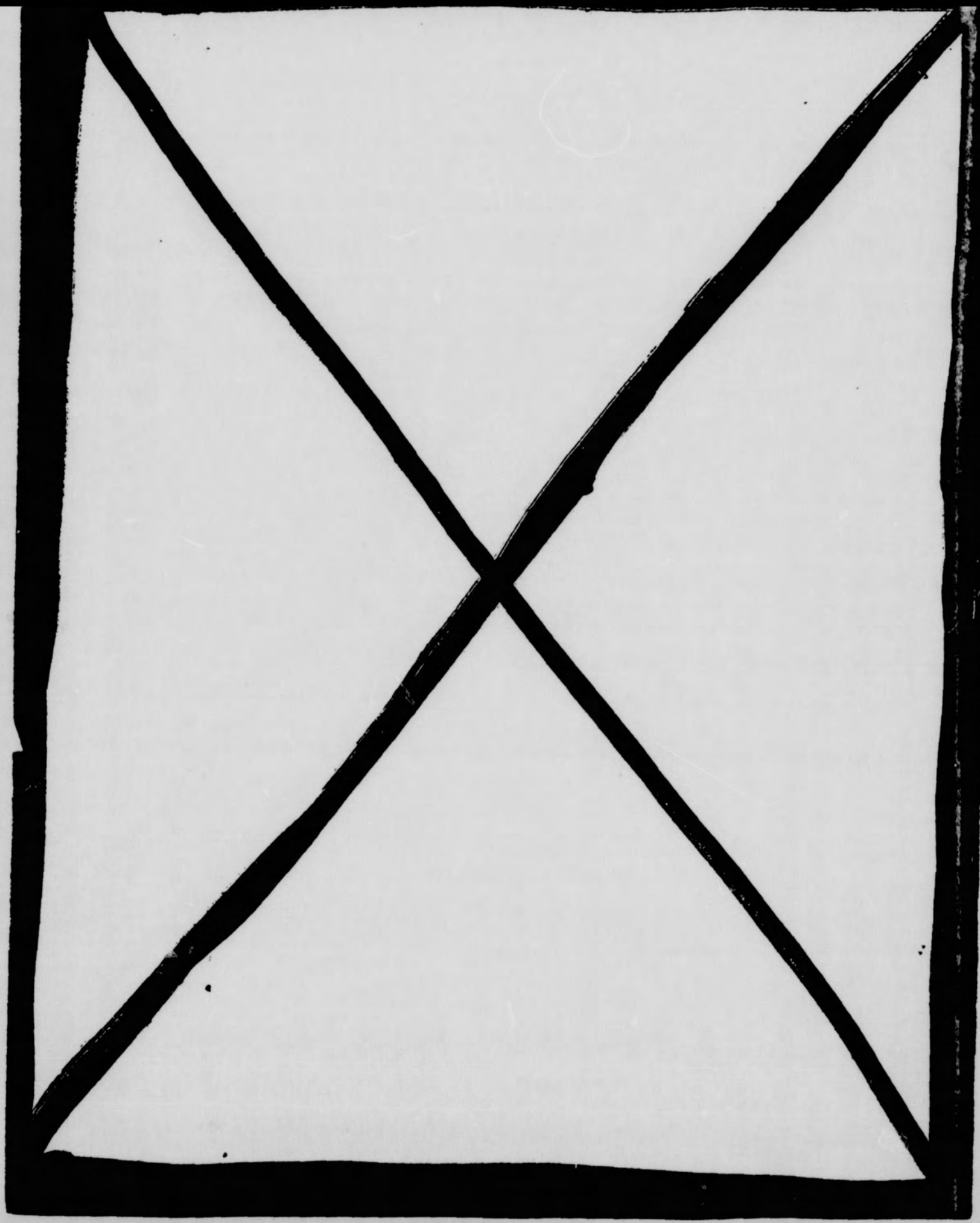
	Saturday 5-Aug	Sunday 6-Aug	Monday 7-Aug	Tuesday 8-Aug	Wednesday 9-Aug	Thursday 10-Aug	Friday 11-Aug	average
availability%	75%	73%	77%	79%	80%	80%	78%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 5-Aug	Sunday 6-Aug	Monday 7-Aug	Tuesday 8-Aug	Wednesday 9-Aug	Thursday 10-Aug	Friday 11-Aug	Grand Total
crew starts	326	299	285	327	332	345	337	2251
recrews	9	9	11	16	8	8	11	72

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 7-6-00 D 199191

SURFACE TRANSPORTATION BOARD

Memorandum

199181

DATE: July 6, 2000

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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

500 Water Street (J215)
Jacksonville, FL 32202
(904) 366-4092
FAX: (904) 359-2263

R.J. Haulter
Assistant Vice President-Integration Planning

June 30, 2000

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:

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

Please contact Bob Haulter, Assistant Vice President-Integration Planning at CSX Transportation (E-mail: Bob_Haulter@csx.com) 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,

Bob Haulter

cys: Peter J. Shudtz, Vice President
Law & General Counsel

Paul R. Hitchcock - J150
Senior Counsel

HOUCHIN\STB\OPERATIONAL MONITORING/30Jun00

CSX TRANSPORTATION, INC.
STB OPERATIONAL MONITORING REPORT
As of June 30, 2000

Table of Contents

The reports are presented in the following order:

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

STB OPERATIONAL MONITORING REPORT
As of June 30, 2000

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 June 30, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

	Location	Project	Status	Expected Completion Date
1)	Greenwich, Ohio to Pine Junction, Indiana	Construct 2nd main track with TCS on B&O including connections.	Complete	4Q 98
2)	Quaker to Greenwich, Ohio	Construction by Conrail of 2nd 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) Underway	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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Infrastructure Maintenance and Expansion Report

CSXT has completed all scheduled construction and other capital projects that we originally identified as being necessary to initially integrate the acquired Conrail lines into the CSXT network (with the exception of the Philadelphia Intermodal Expansions anticipated to be completed in the fourth quarter of 2000). Further projects to improve integration of the former Conrail lines with the CSXT system will be progressed in the future, as they are identified and appear to be needed and cost-justified. In this report, and in later reports, we will be supplementing the Construction and Other Capital Projects section with a discussion of other noteworthy activity related to the maintenance and expansion of the CSXT rail system unrelated to Conrail integration activities, as well as future Conrail integration projects as they may develop.

CSXT continues to address capacity limitations on heavy corridors. ***In June we completed grading on three siding capacity projects in Wadley, Coosa Pines, and Franklin, Alabama. Track work is currently progressing and all three of these projects are on schedule for completion in the third quarter. These projects are all designed to improve capacity on the Nashville-Atlanta-Florida corridor where traffic has strained the line's capacity. The primary benefits will be seen in enhanced reliability of transit times, particularly for the intermodal trains in this corridor. Also, grading work is in progress on the new passing siding at Galloway, TN on the Memphis Subdivision.***

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

	Location	Project	Under Construction	Estimated Completion
1)	Alexendria, VA	AF Interlocking reconstruction (VRE project)	N	06/01/01
2)	Aliquippa, PA	Construct 2 industry support tracks	N	***07/18/00***
3)	Baltimore, MD (Bay View YD)	Add crossover BA Tower	N	09/01/00
4)	Chicago, IL	Barr SD – TCS – Phase II	Y	12/31/00
5)	Chicago, IL	Construct 59th Street North Lead	Y	06/30/00
6)	Chicago, IL	Construct storage tracks & 3rd Main at Barr Yard	Y	12/31/00
7)	Chicago, IL	TCS Blue Island SD to 75th Street	Y	03/31/01
8)	Cleveland, OH	Construct mainline fueling facility at Collinwood Yard	Y	08/30/00
9)	Columbus, OH	Scioto Interlocking w/NS (ODOT project)	N	10/31/00
10)	Coosa Pines, AL	Construct new 11,200' passing siding	Y	***08/28/00***
11)	East Cleveland, OH	Noise berms, landscaping	Y	***07/15/00***
12)	East Fostoria, OH	Extend yard/connection lead	Y	Deferred
13)	Erie, PA	NS relocation project	N	Pending
14)	Erie, PA	Replace CSXT bridge decks over B&LE (CSXT work relating to NS relocation project)	N	12/31/00
15)	Fall River, MA	MBTA replacement of 4 undergrade bridges	Y	07/31/00

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'	N	09/30/00
17) Franklin, AL	Construct new 11,200' passing siding	Y	***08/28/00***
18) Frederick, MD	MARC project	Y	03/31/01
19) Ft. Lauderdale, FL	Construct 45 miles of 2nd main for TriRail	N	Pending
20) Gallaway, TN	Build siding with 10,000' in clear	N	***10/31/00***
21) Garrett, IN	Construct Randolph St. underpass	Y	08/30/00
22) Gibraltar, MI	Construct crossover between CSXT and CN	Y	09/30/00
23) Greenwood, SC	Construct double-track to Salak	N	***10/09/00***
24) Hopkinsville, KY	Install turnouts/signals for new Ft. Campbell lead wye	N	06/30/01
25) Keystone, SC	(Sandpatch to Rockwood, PA)-Upgrade #10 crossovers to power #15's and TCS	N	09/30/00
26) Lacon to Holmes Gap, AL	Add 8 miles of 2nd main MP 328-MMP336	N	03/30/01
27) Lima, OH	Conrail connection track improvements	Y	05/30/00
28) Louisville, KY	Link Highway Track to Highland Park #2	Y	***07/15/00***

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	N	12/31/01
30) McDaniel, TN	Siding extension to 10,000' clear	Y	***08/28/00***
31) New Boston, MI	Parking lot expansion	Y	***07/30/00***
32) Philadelphia, PA	Greenwich Yard Phase I rehabilitation	Y	06/30/00
33) Philadelphia, PA	Greenwich Yard Phase II expansion	N	12/21/00
34) Teaneck, NJ	Construct siding CP7-CP10	Y	03/31/00
35) Union City, GA	Construct connection track	Y	04/15/00
36) Union City-Tilford, GA	Clearance improvement project	Y	03/15/00
37) W. Baltimore, MD	Convert #10 HTEL to Power #15	N	09/30/00
38) Wadley, AL	Extend passing siding to 10,000' clear	Y	***08/28/00***
39) Youngstown, OH	Construct Ashtabula Connection for 140 car capacity	Y	07/15/00

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	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. CSX and NS will work with all affected customers and EDI vendors to develop migration plans	Systems testing in process and on schedule A joint letter was distributed to current Conrail customers Existing and new Conrail Electronic Commerce customers have been contacted by CSX in separate mailings Electronic Commerce Certification of Conrail customers acquired by CSX is in progress. Planned customer conversions to CSX Electronic Commerce tools are complete. All EC is complete	All customers will be provided adequate systems documentation and a detailed description of any changes to their current Conrail-provided electronic services All customers targeted for conversion to CSX electronic commerce tools have received information regarding the changes. All customer training and customer conversions are complete.

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Operations Personnel Crew Management	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. 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.	Systems development in process and on schedule. The TECS desk roll-out is still on schedule. All desks have been cut Over to TECS. Paperless payroll training was completed Dec. 10,1999 Crew Callers have been moved from Dearborn to Jacksonville – Crew Management is complete.	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. Training sessions have been completed.
Transportation Car Management and Movement	Field personnel will continue using Conrail application systems supporting yard inventory, train consisting and work orders after Day 1. Disposition and management of empty cars will occur in Jacksonville using CSX systems after Day 1 to ensure coordinated system wide transportation operations. Customers on the acquired territory will continue to order empty cars and obtain information on order status as they do today. CSX systems will be rolled-out to the acquired Conrail territory in 4 phases after Day 1.	Systems development in process and on schedule. Toledo Stanley Yard was cut-over to CSX systems July 27th. Chunk 1 Field Rollout including Indianapolis was successfully cut-over on Oct 11. Chunk 2 including Cleveland, Collinwood and Columbus, Ohio was successfully cut-over on January 10. Chunk 3 including Buffalo & Syracuse was successfully cut over on March 13, 2000. Chunk 4 including Selkirk & W. Springfield was successfully cutover on May 8, 2000 ***All Car Management is complete***	Training sessions have been completed

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Locomotive Management	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. 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.	Implementation was completed June 1st. Dual entry into Conrail LDS was discontinued June 15th. The locomotive management of the acquired territory was transitioned to the Kenneth Dufford Center in Jacksonville, FL on July 12, 1999. Locomotive Management is Complete.	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.

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Train Dispatching	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. 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. 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.	Systems development has been completed and implementation is proceeding on schedule. Phase 1 realignments : Albany, Indianapolis & Philadelphia complete. Dearborn Division started. Dearborn will be complete Mid-August 1999. Phase 2 realignments: Two dispatcher desks moved from Indianapolis to Dearborn on 7/27/99. Phase 2 projected to be completed with CSAO dispatcher move from Dearborn to Mt. Laurel on 8/10/99. All phases of the Train Dispatcher Realignment Project have been completed. Implementing agreements are now in place. Train Dispatching is complete.	Dispatchers will be trained on their new territory using the current processes in place at Conrail.

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 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.

Maquiling B. Parkerson
Attorney

(757) 533-4939
fax (757) 533-4872
E-mail: maqui.parkerson@nscorp.com

July 5, 2000

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 June 30, 2000. This report shows the completion of NS's new intermodal terminal at Harrisburg (Rutherford), PA. NS dedicated the facility and began full rail yard operations earlier this month. NS expects full scale intermodal terminal operations to begin in August 2000.

Please let me know if you need any further information.

Sincerely,

Enclosure

Norfolk Southern Corporation
STB Operational Monitoring Report

As of June 30, 2000

Note: Bold print indicates changes from previous report.
* To be disclosed under a different cover or in a later report.

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.

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Alexandria	IN	Construct track connection	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Allentown -	PA	Traffic Control System	Signal	Design	In progress
Reading	PA	Estimated Completion Date: 4Q01		Const	
Angola	NY	Upgrade existing siding, construct new siding	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Ashtabula	OH	Construct connection track	Track	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
			Signal	Const	Complete
Attica	IN	Extend siding 4,580 track feet	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Boundbrook	NJ	Extend siding 15,000 track feet	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Bristol	VA	Extend siding 14,255 track feet	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Bucyrus	OH	Construct track connection	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Buffalo -	NY	Traffic control system and remove pole line.	Signal	Design	Complete
Cleveland	OH	Estimated Completion Date: Complete		Const	Complete
Buffalo	NY	Rehabilitate tracks in sub-leased BPRR yard	Track	Const	Complete
		Estimated Completion Date: Complete			
Buffalo	NY	Construct connection to BPRR yard	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Buffalo	NY	Reconstruct portion of Bison Yard	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Butler	IN	Construct track connection	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Chicago	IL	Expand and improve 47th St Yard	Track	Design	Complete
		Intermodal Terminal		Grade/Pave	In progress
		Estimated Completion Date: 3Q00			
Cloggsville	OH	Track Rehabilitation	Track	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
Cloggsville	OH	Construct second main	Track	Design	Complete
		Estimated Completion Date: 4Q00		Grading	**Complete**
				Const	In progress
			Bridge	Design	Complete
				Const	In progress
			Signal	Design	Complete
				Const	In progress
Columbus	OH	Construct track connection	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Crockett	VA	Construct 9,100 foot new siding	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Croxton	NJ	Expand and improve intermodal terminal	Track	Design	Complete
		Estimated Completion Date: Complete		Grade/Pave	Complete
E-Rail	NJ	Expand and improve intermodal terminal	Track	Design	In progress
		Estimated Completion Date: 2Q01		Grade/Pave	
Erie	PA	Erie Track Realign Project	Track	Design	In progress
		Estimated Completion Date: 3Q01		Grading	
				Const	
			Signal	Design	Complete
				Const	

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Hadley Jct	IN	Double tracking	Track	Design	Project being defined.
(Ft Wayne)		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Hagerstown Sec	PA	Construct siding	Track	Design	Complete
(Greencastle)		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Hagerstown Sec	PA	Traffic Control	Signal	Design	Complete
		Estimated Completion Date: 4Q00		Const	In progress
Harrisburg	PA	Construct double track	Land		In progress
		Estimated Completion Date: 4Q00	Track	Design	Complete
				Grading	
				Const	
			Signal	Design	Complete
				Const	In progress
Harrisburg	PA	Construct intermodal terminal	Track	Design	Complete
(Rutherford)		**Estimated Completion Date: Complete**		Grade/Pave	**Complete**
Harrisburg -	PA	Traffic Control System and remove pole line	Signal	Design	Complete
Reading	PA	Estimated Completion Date: 4Q00		Const	In progress
KD Tower -	KY	Extending double track 40,120 feet	Track	Design	Complete
Cumberland Falls	KY	Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Knoxville -	TN	Double Stack Clearances	Track	Design	Complete
Chattanooga	TN	Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Oak Harbor	OH	Construct track connection	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Pattenburg	NJ	Clearance-9 Bridges	Bridge	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
Pattenburg	NJ	Siding Extensions	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Pattenburg	NJ	Tunnel Clearance	Bridge	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
Philadelphia	PA	Construct crossover - Zoo	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Piney Flats	TN	Extend siding 6,610 feet	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Port Reading	NJ	Chemical Coast Clearance Projects	Track	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
				Const	Complete
Rader	TN	Extend siding 5,189 feet	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Reading -	PA	Traffic Control System and remove pole line	Signal	Design	Complete
Philadelphia	PA	Estimated Completion Date: 4Q01		Const	
Riverton Jct -	VA	Clearance projects	Bridge	Design	Complete
Roanoke	VA	Estimated Completion Date: Complete		Const	Complete
Sandusky	OH	Construct Triple Crown Terminal	Track	Design	Complete
(Bellevue)		Estimated Completion Date: Complete		Grade/Pave	Complete
			Building	Const	Complete
Sandusky-	OH	Double Track: S 13.60 - S 26.00	Track	Design	Complete
Columbus		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Sandusky-Columbus	OH	Double Track: S 78.10 - S 88.40	Land		In progress
		Estimated Completion Date: 4Q00	Track	Design	Complete
				Grading	**In progress**
				Const	**In progress**
			Signal	Design	In progress
				Const	**In progress**
Sandusky-Columbus	OH	Double Track: S 88.30 - S 95.60	Land		**Complete**
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	**Complete**
			Signal	Design	Complete
				Const	Complete
Sidney	IL	Construct track connection	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sido	MO	Double tracking 36,458 track feet	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sloan	IL	Extend siding 5,027 track feet	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Southern Tier	NY	Southern Tier Rehabilitation	Track	Const	Project being defined.
		Estimated Completion Date: Undetermined	Bridge	Design	In progress
				Const	
St. Louis (Mitchell)	MO	Expand Mitchell Triple Crown Terminal	Track	Design	Complete
		Estimated Completion Date: Complete		Grade/Pave	Complete
			Signal	Design	Complete
				Const	Complete
Toledo	OH	Intermodal Terminal	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grade/Pave	
Tolono	IL	Track Connection	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Vermillion	OH	Track Connection	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

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: 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.

INFORMATION TECHNOLOGY

Systems and Personnel Training

Operating Area	Project	Status
TRANSPORTATION		
Car Management and Movement	Systems – Multiple projects	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
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	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
	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	Implementation Complete.
	Personnel Training	
	Prepare training materials; conduct pilot sessions	Complete
	Trainer orientation	Complete
	Train employees at 8 Conrail locations	Complete

INFORMATION TECHNOLOGY

Operating Area	Project	Status
OPERATIONS PERSONNEL		
Crew Management	Systems	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
	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.
Note: The Board has asked NS to report on any IT efforts relative to the Southern Tier and the Buffalo area. Although there are no initiatives tailored to a specific area, NS is putting particular emphasis on IT issues systemwide and continues to address them with the rollout of the Thoroughbred Yard Enterprise System and the Train Information System, continued monitoring and refining of the NS data system's interaction with the Shared Assets Area systems, and daily monitoring of information quality. These efforts will improve service throughout the NS network, including of course the Southern Tier and the Buffalo area.

CUSTOMER SERVICE

Transition Process

Transition team members for NS in Philadelphia working in Customer Service were released at the end of February. Call volumes have leveled off as general service levels improve and remain at the approximate levels originally projected. 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.

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.

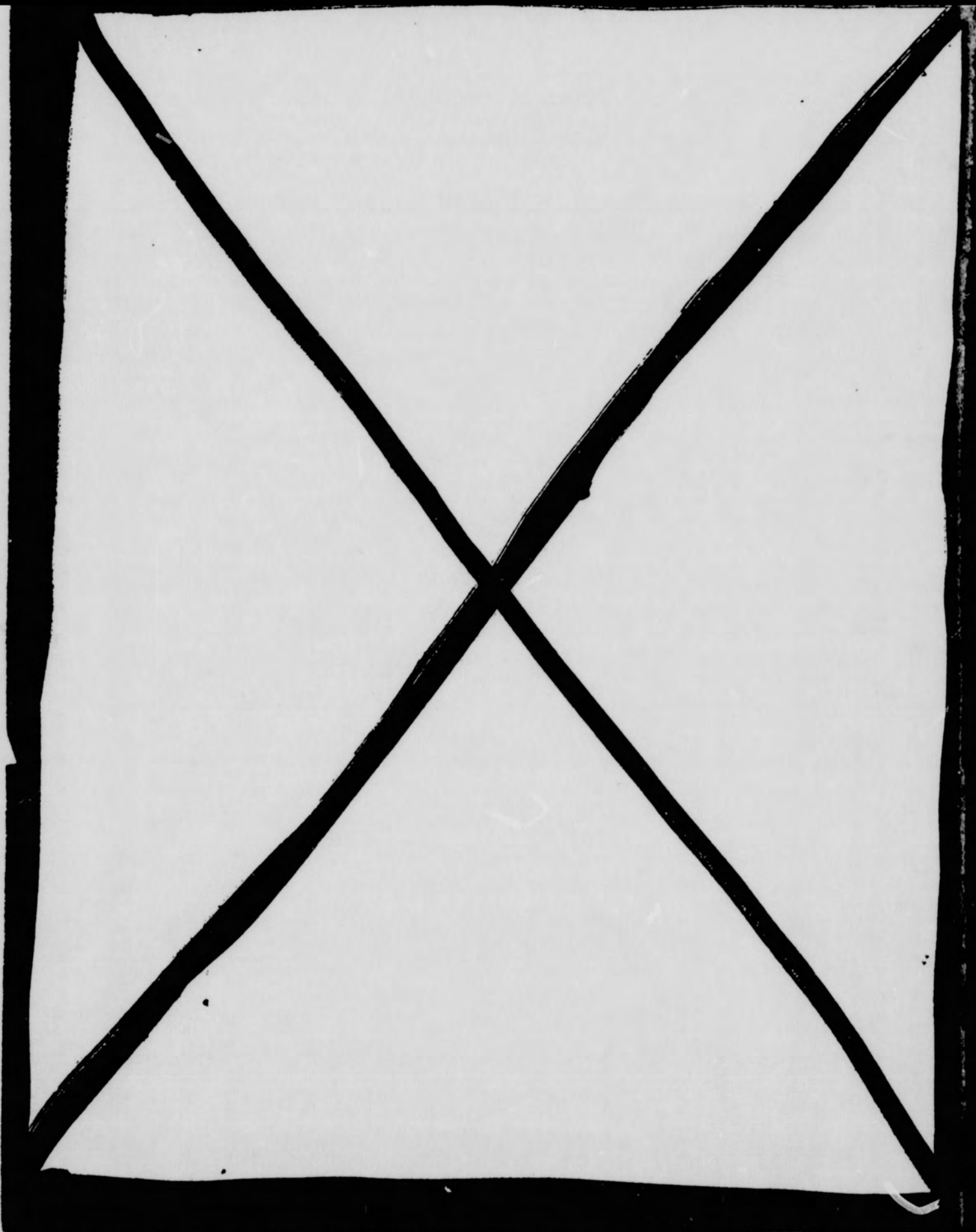
Customer Awareness

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 7-6-00 D 199189

SURFACE TRANSPORTATION BOARD

Memorandum

199188

DATE: July 6, 2000

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 Jim Greene.

Attachments

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

CSX TRANSPORTATION

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

T. J. Stephenson
Assistant Vice President -
Service Measurements

July 5, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, June 30th.

This week's report again will show slight improvement among the major indicators. Cars on-line passed another milestone this week, decreasing from 259,681 to 258,722. Overall train velocity remained at 18.6 miles-per-hour. Terminal dwell improved slightly from 29.7 to 29.2 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

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorable three percentage points, to 63%. The greater-than-six-hours-late category remained the same as the prior week.

Yards and Terminals

Car volumes were down slightly when compared to the prior week and overall dwell hours decreased across the network.

Corridor Performance

Two of the six corridors showed an improvement compared to the prior week. The best train performance during this week in the on-time-to-two-hours-late category was the Chicago to Northeast corridor. Second place belonged to the East St. Louis to Northeast corridor. Overall, the on-time-to-two-hours-late category was essentially unchanged, moving unfavorable by one percentage point compared to last week. The percent of trains in the greater-than-six-hours-late category also remained virtually unchanged, moving favorable by one percentage point.

Shared Areas

Daily average on hand cars increased at Pavonia and North Yard, while decreasing at Oak Island. Overall terminal dwell time was 26.0 hours, compared to 26.3 hours last week. Road train delays for crew and power are incomplete this week due to technical problems. The problem will be resolved and results will be reported next week.

Additional Measurements

Train Delay Metric: For 789 train starts, average daily Train Delay totaled 332 hours for Power and 273 hours for Crew. Both numbers deteriorated from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 24.8% for the week, an unfavorable move from the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 78%. This was down two percentage points from the prior week.

Daily Number of Recrews Required: Of 1908 crew starts, 76 (4%) were recrews, the same percentage from the prior week, and was an anticipated result of increasing summer vacations combined with a pre-holiday weekend.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for Detroit, North Jersey and South Jersey. North Jersey and Detroit North Yard improved from three reported trains in the previous week.

Locomotives: Gross Locomotives = 4112, Average Available = 3682, and Out-of-Service Ratio = 5.5%, down slightly from the prior week.

Cars Offered in Interchange: averaged 306 cars daily, of which 106 were allocated to Norfolk Southern. Daily averages and the NS average were up slightly from the prior week.

On-time performance, passenger trains through Brunswick, MD: 50% for 10 AMTRAK trains (Pittsburgh – Washington) and 87% for 88 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to additional slow orders and curfew due to scheduled maintenance of way work.

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

CSXT continues to reduce the number of cars on-line. This number has shown a continued improving trend over the past two and one-half months. Dwell hours and train velocity have also improved, but at a slower rate. For the last three weeks, velocity has been level, while dwell has improved less than one hour.

CSXT is in the midst of its scheduled summer maintenance work programs throughout the network. Trains are being annulled or rerouted around these work gangs in order to provide more efficient windows of work without train operations. CSXT continues to work with our customers at this time of year to ensure reliable shipment information. CSXT is working to provide stable service levels and a continuation of the improvements that have been evident since April.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: **06/30/00**

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	385	309	313	183	272
	Cars On Hand - Empty	261	181	317	269	341
	Cars On Hand - Total	646	490	630	452	613
	Cars Handled	288	346	403	493	531
	Dwell Hours	34.1	25.3	24.3	21.5	28.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	421	159	257	396	244
	Cars On Hand - Empty	436	212	308	307	414
	Cars On Hand - Total	857	371	565	703	658
	Cars Handled	478	369	437	545	404
	Dwell Hours	42.4	21.4	17.7	22.7	27.7
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	216	211	285	275	308
	Cars On Hand - Empty	130	151	153	218	173
	Cars On Hand - Total	346	362	438	493	481
	Cars Handled	197	226	219	261	234
	Dwell Hours	28.7	24.2	21.8	21.5	27.0

CSX Comments: Daily average on hand cars increased at Pavonia and North Yard, while decreasing and Oak Island.

Overall terminal dwell time was 26.0 hours, down slightly than the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00
North Jersey SAA	Number of Originations	6	13	6	5	13
	% Ontime	0%	46%	17%	40%	38%
	% Late 0-2 Hours	50%	38%	17%	0%	38%
	% Late 2-4 Hours	33%	8%	0%	20%	8%
	% Late 4-6 Hours	17%	8%	50%	20%	8%
	% Late GT 6 Hours	0%	0%	17%	20%	8%
South Jersey SAA	Number of Originations	5	8	3	3	7
	% Ontime	40%	25%	0%	67%	29%
	% Late 0-2 Hours	20%	0%	0%	33%	0%
	% Late 2-4 Hours	0%	25%	33%	0%	0%
	% Late 4-6 Hours	20%	13%	0%	0%	14%
	% Late GT 6 Hours	20%	38%	67%	0%	57%
Detroit SAA	Number of Originations	8	7	3	1	8
	% Ontime	63%	29%	0%	100%	0%
	% Late 0-2 Hours	13%	29%	33%	0%	63%
	% Late 2-4 Hours	13%	14%	0%	0%	13%
	% Late 4-6 Hours	0%	14%	33%	0%	13%
	% Late GT 6 Hours	13%	14%	33%	0%	13%

CSX Comments: Road train delays for crew and powerwere not reported by SAA due to technical problems.

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	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00	Average
Cars Offered	NS	215	136	1	144	36	106
	All Other	430	259	89	160	58	199
	Total	645	395	90	304	94	306

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	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	50%	100%	100%	50%
MARC	Trains	18	18	18	18	18	90
	% On Time	56%	89%	94%	100%	94%	87%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay / Trains / Hours	Saturday 06/24/00	Sunday 06/25/00	Monday 06/26/00	Tuesday 06/27/00	Wednesday 06/28/00	Thursday 06/29/00	Friday 06/30/00	Weekly Total
Baltimore	Train Crew Starts	15	9	11	15	14	15	11	90
	Crews Delayed +2 Hours	11	6	4	3	6	7	6	43
	% Delayed +2 Hours	73%	67%	36%	20%	43%	47%	55%	48%
Buffalo	Train Crew Starts	37	33	26	41	37	39	39	252
	Crews Delayed +2 Hours	9	11	5	7	5	7	8	52
	% Delayed +2 Hours	24%	33%	19%	17%	14%	18%	21%	21%
Chicago	Train Crew Starts	24	22	22	25	25	21	24	163
	Crews Delayed +2 Hours	5	11	4	5	3	2	4	34
	% Delayed +2 Hours	21%	50%	18%	20%	12%	10%	10%	21%
Cincinnati	Train Crew Starts	36	36	40	32	37	31	36	248
	Crews Delayed +2 Hours	5	2	3	0	3	9	5	27
	% Delayed +2 Hours	14%	6%	8%	0%	8%	29%	14%	11%
Cleveland	Train Crew Starts	26	23	19	25	24	29	23	169
	Crews Delayed +2 Hours	6	5	5	7	7	9	6	45
	% Delayed +2 Hours	23%	22%	26%	28%	29%	31%	26%	27%
Cumberland	Train Crew Starts	28	34	28	32	33	33	32	220
	Crews Delayed +2 Hours	5	4	7	4	7	2	5	34
	% Delayed +2 Hours	18%	12%	25%	13%	21%	6%	16%	15%
Detroit	Train Crew Starts	6	4	7	6	6	6	5	40
	Crews Delayed +2 Hours	1	2	4	3	1	3	2	16
	% Delayed +2 Hours	17%	12%	57%	50%	17%	50%	40%	40%
Philadelphia	Train Crew Starts	9	8	9	3	8	10	11	58
	Crews Delayed +2 Hours	4	3	4	1	3	4	4	23
	% Delayed +2 Hours	44%	38%	44%	33%	38%	40%	36%	40%
Selkirk	Train Crew Starts	32	33	36	39	39	38	43	260
	Crews Delayed +2 Hours	11	10	11	11	14	8	13	78
	% Delayed +2 Hours	34%	30%	31%	28%	36%	21%	60%	30%
Toledo	Train Crew Starts	31	26	33	28	30	34	32	214
	Crews Delayed +2 Hours	11	5	7	5	7	6	11	52
	% Delayed +2 Hours	35%	19%	21%	18%	23%	18%	34%	24%
Willard	Train Crew Starts	41	44	36	37	50	45	43	296
	Crews Delayed +2 Hours	11	17	9	11	18	10	18	94
	% Delayed +2 Hours	27%	39%	25%	30%	36%	22%	42%	32%
Totals	Train Crew Starts	285	272	267	283	303	301	299	2010
	Crews Delayed +2 Hours	79	76	63	57	74	67	82	498
	% Delayed +2 Hours	28%	28%	24%	20%	24%	22%	27%	24.8%

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.

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	06/24/00	06/25/00	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00	Total
Train Delay	Originating Train Starts	115	106	103	117	112	124	112	789
	Delayed Hours - Power	23	47	34	3	48	89	88	332
	Delayed Hours - Crews	76	77	23	5	4	20	68	273

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	06/24/00	06/25/00	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00	Average
Crew Availability	% Available	78%	76%	77%	79%	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	06/24/00	06/25/00	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00	Total
Crews/Recrews	Train Crew Starts	290	241	249	276	282	290	280	1908
	Recrews	6	15	9	12	8	13	13	76
	% Recrewed	2%	6%	4%	4%	3%	4%	5%	4%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	06/24/00	06/25/00	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00	Average
Locomotives	Gross Fleet Size	4117	4124	4108	4110	4117	4115	4095	4112
	Avg. Number Available	3579	3676	3668	3722	3717	3716	3698	3682
	OOS Ratio	5.9	5.9	5.9	5.4	5.3	5.1	5.0	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	06/24/00	06/25/00	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00	Average
Train Delay	Philadelphia/South Jersey	3	0	4	1	1	3	0	2
	North Jersey	4	0	1	4	2	5	0	2
	Detroit	5	3	0	0	0	1	3	2

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

George A. Aspatore
General Solicitor

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

July 5, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending June 30, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

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, 2000

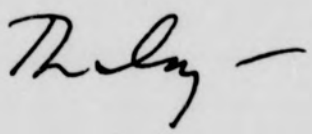
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Norfolk Southern's performance metrics reflect seasonal traffic cycles and expected summer vacations taken by major customers and by NS crews. The number of cars on line increased; the average train speed decreased insignificantly; but the average terminal dwell decreased slightly. On the monitored corridors and Chicago gateway operations, 69 trains were held for terminal congestion, 37 trains were held for crews, and 13 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia and North Yard and decreased at Oak Island. All volume counts were within acceptable operating norms. Overall average terminal dwell time decreased. Due to technical difficulties, we are unable to report road train delays for crews and power and late arrivals from CSXT and/or NS this week. We expect that the problem will be resolved and plan to include these measures in next week's report.

Sincerely,



NORFOLK SOUTHERN

For the week ending 6/30/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	6/26/00	850	130	216	346	197	28.7
	6/27/00	850	151	211	362	226	24.2
	6/28/00	850	153	285	438	219	21.8
	6/29/00	850	218	275	493	261	21.5
	6/30/00	850	173	308	481	234	27.0
North Yard MI Average		**850**	**165**	**259**	**424**	**227**	**24.5**
Oak Island NJ	6/26/00	1200	261	385	646	288	34.1
	6/27/00	1200	181	309	490	346	25.3
	6/28/00	1200	317	313	630	403	24.3
	6/29/00	1200	269	183	452	493	21.5
	6/30/00	1200	341	272	613	531	28.5
Oak Island NJ Average		**1200**	**274**	**292**	**566**	**412**	**26.3**
Pavonia NJ	6/26/00	900	436	421	857	478	42.4
	6/27/00	900	212	159	371	369	21.4
	6/28/00	900	308	257	565	437	17.7
	6/29/00	900	307	396	703	545	22.7
	6/30/00	900	414	244	658	404	27.7
Pavonia Average		**900**	**335**	**295**	**631**	**447**	**26.6**

NORFOLK SOUTHERN

For the week ending 6/30/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	26-Jun	8	63%	13%	13%	0%	13%
	27-Jun	7	29%	29%	14%	14%	14%
	28-Jun	3	0%	33%	0%	33%	33%
	29-Jun	1	100%	0%	0%	0%	0%
	30-Jun	8	0%	63%	13%	13%	13%
Detroit Total		27	30%	33%	11%	11%	15%
North Jersey Total	26-Jun	6	0%	50%	33%	17%	0%
	27-Jun	13	46%	38%	8%	8%	0%
	28-Jun	6	17%	17%	0%	50%	17%
	29-Jun	5	40%	0%	20%	20%	20%
	30-Jun	13	38%	38%	8%	8%	8%
North Jersey Total		43	33%	33%	12%	16%	7%
South Jersey Total	26-Jun	5	40%	20%	0%	20%	20%
	27-Jun	8	25%	0%	25%	13%	38%
	28-Jun	3	0%	0%	33%	0%	67%
	29-Jun	3	67%	33%	0%	0%	0%
	30-Jun	7	29%	0%	0%	14%	57%
South Jersey Total		26	31%	8%	12%	12%	38%
Grand Total		150	31%	26%	11%	14%	18%

NORFOLK SOUTHERN

For the week ending 6/30/00

Shared Asset Area Trains Held

area	Sat 24-Jun	Sun 25-Jun	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 30-Jun	Grand Total
North Jersey	4	0	1	4	2	5	0	16
South Jersey	3	0	4	1	1	3	0	12
Detroit	5	3	0	0	0	1	3	12

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.

NORFOLK SOUTHERN

NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	43	0	0	**43**
other	0	0	0	0	0	**0**
Total	**0**	**0**	**43**	**0**	**0**	**43**

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

NS Northern Region Train Starts and Delays

	Saturday 24-Jun	Sunday 25-Jun	Monday 26-Jun	Tuesday 27-Jun	Wednesday 28-Jun	Thursday 29-Jun	Friday 30-Jun	Grand Total
# of Train Starts	234	188	231	271	238	210	284	1656
Delay Cause								
Crew Delays (hrs)	0.0	3.5	2.3	0.0	3.1	0.0	0.0	8.8
Power Delays (hrs)	33.3	10.5	63.6	59.9	25.1	94.2	97.7	384.2

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 24-Jun	Sunday 25-Jun	Monday 26-Jun	Tuesday 27-Jun	Wednesday 28-Jun	Thursday 29-Jun	Friday 30-Jun	average
Fleet Size	3489	3481	3474	3439	3515	3495	3478	3482
available	3310	3292	3296	3254	3331	3327	3300	3301
out of service %	5.1%	5.4%	5.1%	5.4%	5.2%	4.8%	5.1%	5.2%

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

NORFOLK SOUTHERN

NS [illegible]v Starts and Delays

		Saturday 24-Jun	Sunday 25-Jun	Monday 26-Jun	Tuesday 27-Jun	Wednesday 28-Jun	Thursday 29-Jun	Friday 30-Jun	Grand Total
Allentown	crew starts	17	14	17	18	19	16	17	118
	crews delayed	6	4	5	3	8	3	4	33
Bellevue	crew starts	38	39	33	43	41	41	41	276
	crews delayed	19	15	10	16	19	20	19	118
Buffalo	crew starts	23	25	27	27	28	31	28	189
	crews delayed	6	6	5	6	8	8	6	45
Chicago	crew starts	35	32	33	35	35	35	32	237
	crews delayed	15	13	12	10	8	10	14	82
Cincinnati	crew starts	42	38	33	33	38	36	40	260
	crews delayed	6	5	4	4	7	3	8	37
Cleveland	crew starts	19	16	17	20	15	20	22	129
	crews delayed	7	9	11	6	6	11	10	60
Conway	crew starts	53	54	45	48	57	59	54	370
	crews delayed	13	13	17	13	8	17	11	92
Detroit	crew starts	21	14	20	25	22	19	23	144
	crews delayed	9	6	5	9	4	4	9	46
Elkhart	crew starts	37	34	36	30	36	44	40	257
	crews delayed	14	9	11	8	15	18	10	85
Harrisburg	crew starts	53	45	53	57	55	63	63	389
	crews delayed	20	17	16	14	17	17	22	123
Toledo	crew starts	54	50	51	60	55	63	66	399
	crews delayed	12	21	11	17	13	12	18	104

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

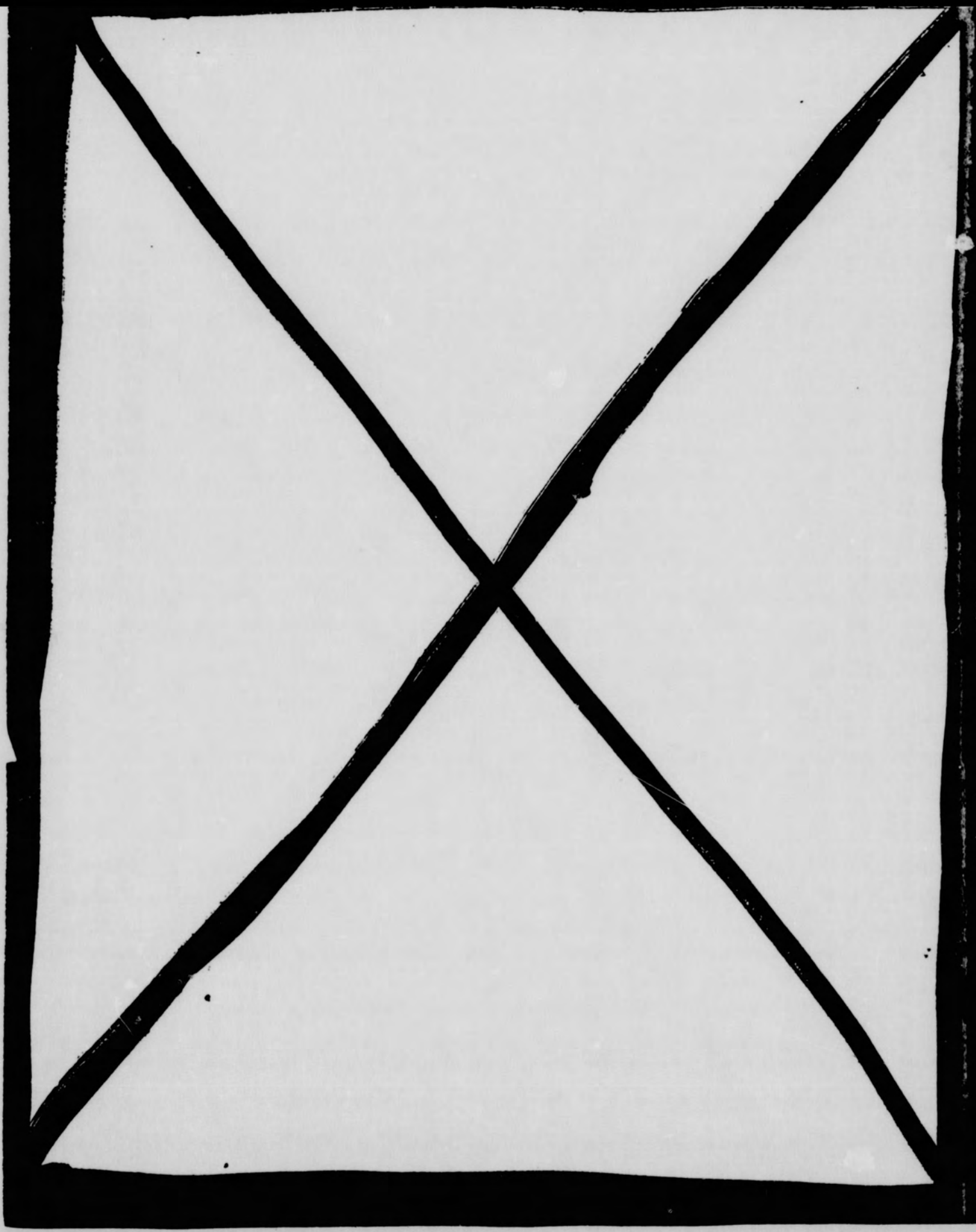
	Saturday 24-Jun	Sunday 25-Jun	Monday 26-Jun	Tuesday 27-Jun	Wednesday 28-Jun	Thursday 29-Jun	Friday 30-Jun	average
availability%	75%	74%	75%	78%	78%	79%	76%	76%

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

NS Northern Region Crew Starts and Recrews

	Saturday 24-Jun	Sunday 25-Jun	Monday 26-Jun	Tuesday 27-Jun	Wednesday 28-Jun	Thursday 29-Jun	Friday 30-Jun	Grand Total
crew starts	333	310	295	343	334	360	348	2323
recrews	4	9	7	7	3	8	4	42

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 6-22-00 D 199094

SURFACE TRANSPORTATION BOARD

Memorandum

199094

DATE: June 22, 2000

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

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

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

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

Attachments

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

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

T. J. Stephenson
Assistant Vice President -
Service Measurements

June 21, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, June 16th.

This week's report shows relatively level performance and mixed movement among the major indicators. Cars on-line decreased slightly, moving from 261,692 to 261,524. Overall train velocity decreased slightly from 18.9 to 18.6 miles-per-hour. Terminal dwell increased from 28.5 to 29.8 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

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorable six percentage points, to 65%. The greater-than-six-hours-late category moved favorable by one percentage point from the prior week.

Yards and Terminals

Car volumes were slightly higher compared to the prior week and overall dwell hours increased across the network. We view this as an adjustment after nine weeks of steady improvement in yard dwell.

Corridor Performance

None of the six corridors showed an improvement compared to the prior week. The best train performance during this week was the East St. Louis to Northeast corridor at 86% in the on-time-to-two-hours-late category. Second place belonged to the East St. Louis to Baltimore corridor with 75%. Overall, the on-time-to-two-hours-late category moved unfavorable to 70%, down 11 percentage points compared to last week. The percent of trains in the greater-than-six-hours-late category moved unfavorable by six percentage points to 26%.

Shared Areas

Daily average on hand cars decreased at Pavonia and Detroit North Yard, while holding steady at Oak Island. Pavonia's decrease stems primarily from a very low count at mid-week. North Yard's decrease reflects reduced empty inbound multilevel equipment. Overall terminal dwell time was 25.9 hours, identical to last week's result. Road train delays for crew and power were about the same from the prior week. For the week, there were a total of 46 trains delayed for CSXT and NS: 25 for crew, 12 for power, and 9 for late arrivals.

Additional Measurements

Train Delay Metric: For 817 train starts, average daily Train Delay totaled 151 hours for Power and 254 hours for Crew. Power delays increased and crew delays were down from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 25.5% for the week, an unfavorable move from the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 79%. Vacations have begun to affect crew availability, and this week was the lowest level in 12 previous weeks.

Daily Number of Recrews Required: Of 1928 crew starts, 73 (4%) were recrews, a slight increase from the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for Detroit and South Jersey, and three trains per day at North Jersey. The same as reported from the prior week.

Locomotives: Gross Locomotives = 4114, Average Available = 3741, and Out-of-Service Ratio = 5.6%, slight improvement from the prior week.

Cars Offered in Interchange: averaged 418 cars daily, of which 128 were allocated to Norfolk Southern. Daily averages increased and the NS average was up from the prior week.

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 90% for 88 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to additional slow orders and curfew due to scheduled maintenance of way work.

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

Compared to week ago, CSXT numbers show a steady performance scenario. A look at the past few months may be more revealing. During that time the number of cars on-line has been declining steadily, dwell has fluctuated within a range of less than 5% change from week to week, and train velocity has also remained in a steady range. Together, dwell and train velocity have indicated a normalcy of operations while declining cars on-line indicates increasing efficiency. This is the case for CSXT for the past two months.

CSXT continues to strive for better service levels and continuation of the significant improvement trend that has been evident since April.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: **06/16/00**

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 06/12/00	Tuesday 06/13/00	Wednesday 06/14/00	Thursday 06/15/00	Friday 06/16/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	187	254	341	307	345
	Cars On Hand - Empty	219	282	284	254	335
	Cars On Hand - Total	406	536	625	561	680
	Cars Handled	370	368	489	394	567
	Dwell Hours	34.3	29.0	30.7	26.2	22.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	275	290	177	358	295
	Cars On Hand - Empty	261	224	196	375	316
	Cars On Hand - Total	536	514	373	733	611
	Cars Handled	467	467	319	423	396
	Dwell Hours	34.6	29.5	15.0	25.6	26.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	240	182	280	280	265
	Cars On Hand - Empty	178	150	94	144	125
	Cars On Hand - Total	418	332	374	424	390
	Cars Handled	339	237	269	332	344
	Dwell Hours	22.5	25.0	24.4	14.6	21.8

CSX Comments: Daily average on hand cars decreased at Pavonia and Detroit North Yard, while holding steady at Oak Island. Pavonia's decrease stems primarily from a very low count at mid-week. North Yard's decrease reflects reduced empty inbound multilevel equipment. Overall terminal dwell time was 25.9 hours, identical to last week's result.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/12/00	06/13/00	06/14/00	06/15/00	06/16/00
North Jersey SAA	Number of Originations	9	15	15	16	16
	% Ontime	22%	40%	20%	25%	19%
	% Late 0-2 Hours	33%	33%	47%	31%	44%
	% Late 2-4 Hours	0%	13%	13%	25%	19%
	% Late 4-6 Hours	11%	0%	0%	0%	6%
	% Late GT 6 Hours	33%	13%	20%	19%	13%
South Jersey SAA	Number of Originations	3	7	5	7	7
	% Ontime	33%	29%	60%	57%	29%
	% Late 0-2 Hours	33%	0%	20%	0%	14%
	% Late 2-4 Hours	33%	43%	0%	0%	0%
	% Late 4-6 Hours	0%	14%	20%	29%	43%
	% Late GT 6 Hours	0%	14%	0%	14%	14%
Detroit SAA	Number of Originations	8	7	7	6	7
	% Ontime	25%	14%	29%	50%	57%
	% Late 0-2 Hours	25%	43%	29%	50%	29%
	% Late 2-4 Hours	25%	29%	29%	0%	0%
	% Late 4-6 Hours	13%	0%	14%	0%	0%
	% Late GT 6 Hours	13%	14%	0%	0%	14%

CSX Comments: Road train delays for crew and power was the same over the prior week. Nine originating trains were delayed due to late arrivals from the CSXT and/or NS.

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	06/12/00	06/13/00	06/14/00	06/15/00	06/16/00	Average
Cars Offered	NS	131	86	146	145	132	128
	All Other	166	184	381	458	263	290
	Total	297	270	527	603	395	418

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	06/12/00	06/13/00	06/14/00	06/15/00	06/16/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	50%	0%	0%	30%
MARC	Trains	18	18	18	16	18	88
	% On Time	88%	92%	90%	90%	91%	90%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay / Trains / Hours	Saturday 06/10/00	Sunday 06/11/00	Monday 06/12/00	Tuesday 06/13/00	Wednesday 06/14/00	Thursday 06/15/00	Friday 06/16/00	Weekly Total
Baltimore	Train Crew Starts	15	8	15	13	19	16	11	97
	Crews Delayed +2 Hours	10	2	6	6	9	6	6	45
	% Delayed +2 Hours	67%	25%	40%	46%	47%	38%	55%	46%
Buffalo	Train Crew Starts	36	34	33	47	34	44	33	261
	Crews Delayed +2 Hours	5	9	6	9	6	5	7	47
	% Delayed +2 Hours	14%	26%	18%	19%	18%	11%	21%	18%
Chicago	Train Crew Starts	24	24	22	30	22	23	28	173
	Crews Delayed +2 Hours	4	11	7	3	4	10	6	45
	% Delayed +2 Hours	17%	46%	32%	10%	18%	43%	21%	26%
Cincinnati	Train Crew Starts	33	34	38	38	38	32	32	245
	Crews Delayed +2 Hours	3	8	5	4	3	2	5	30
	% Delayed +2 Hours	9%	24%	13%	11%	8%	6%	16%	12%
Cleveland	Train Crew Starts	25	25	23	23	23	23	24	166
	Crews Delayed +2 Hours	11	10	5	5	13	5	8	57
	% Delayed +2 Hours	44%	40%	22%	22%	57%	22%	33%	34%
Cumberland	Train Crew Starts	30	31	34	36	31	27	31	220
	Crews Delayed +2 Hours	8	5	2	5	2	2	10	34
	% Delayed +2 Hours	27%	16%	6%	14%	6%	7%	32%	15%
Detroit	Train Crew Starts	7	4	7	6	7	6	5	42
	Crews Delayed +2 Hours	1	0	3	2	5	2	1	14
	% Delayed +2 Hours	14%	0%	43%	33%	71%	33%	20%	33%
Philadelphia	Train Crew Starts	8	7	10	5	8	10	9	57
	Crews Delayed +2 Hours	0	3	0	1	2	1	6	13
	% Delayed +2 Hours	0%	43%	0%	20%	25%	10%	67%	23%
Selkirk	Train Crew Starts	43	33	32	34	47	37	43	269
	Crews Delayed +2 Hours	19	10	15	10	23	13	5	95
	% Delayed +2 Hours	44%	30%	47%	29%	49%	35%	12%	35%
Toledo	Train Crew Starts	29	30	27	28	23	24	30	191
	Crews Delayed +2 Hours	4	8	9	9	5	7	14	56
	% Delayed +2 Hours	14%	27%	33%	32%	22%	29%	47%	29%
Willard	Train Crew Starts	41	45	32	47	44	48	47	304
	Crews Delayed +2 Hours	10	7	14	13	13	10	14	81
	% Delayed +2 Hours	24%	16%	44%	28%	30%	21%	30%	27%
Totals	Train Crew Starts	291	275	273	307	296	290	293	2025
	Crews Delayed +2 Hours	**75**	**73**	**72**	**67**	**85**	**63**	**82**	**517**
	% Delayed +2 Hours	26%	27%	26%	22%	29%	22%	28%	25.5%

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.

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	06/10/00	06/11/00	06/12/00	06/13/00	06/14/00	06/15/00	06/16/00	Total
Train Delay	Originating Train Starts	112	106	115	112	120	137	115	817
	Delayed Hours - Power	29	15	16	43	0	0	48	151
	Delayed Hours - Crews	72	82	38	11	29	11	11	254

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	06/10/00	06/11/00	06/12/00	06/13/00	06/14/00	06/15/00	06/16/00	Average
Crew Availability	% Available	77%	79%	80%	81%	81%	79%	79%	79%

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	06/10/00	06/11/00	06/12/00	06/13/00	06/14/00	06/15/00	06/16/00	Total
Crews/Recrews	Train Crew Starts	273	253	243	293	298	299	269	1928
	Recrews	3	6	15	10	13	12	14	73
	% Recrewed	1%	2%	6%	3%	4%	4%	5%	4%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	06/10/00	06/11/00	06/12/00	06/13/00	06/14/00	06/15/00	06/16/00	Average
Locomotives	Gross Fleet Size	4095	4087	4122	4133	4143	4122	4095	4114
	Avg. Number Available	3758	3752	3755	3753	3724	3714	3730	3741
	OOS Ratio	5.3	5.3	5.1	5.3	5.3	6.3	6.3	5.6

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	06/10/00	06/11/00	06/12/00	06/13/00	06/14/00	06/15/00	06/16/00	Average
Train Delay	Philadelphia/South Jersey	0	2	3	2	2	2	1	2
	North Jersey	4	4	4	1	3	2	1	3
	Detroit	2	2	1	1	2	3	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. 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 21, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending June 16, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

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 21, 2000

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics for the past week reflect normal traffic cycles in our rail operations. The number of cars on line increased; the average train speed decreased; and the average terminal dwell increased. The magnitude of each change was statistically insignificant. On the monitored corridors and Chicago gateway operations, 59 trains were held for terminal congestion, 59 trains were held for crews, and 19 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volumes decreased at Pavonia and North Yard, while holding steady at Oak Island. All volume counts were within acceptable norms. Overall average terminal dwell time remained constant as improved dwell times at Oak Island and North Yard offset a slight increase at Pavonia. The number of road train delays for crews and power decreased over the prior week, while hours increased slightly: 25 trains were delayed for 128 hours for lack of crews and 12 trains were delayed 88 hours awaiting power. Nine originating trains were delayed for 53 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 29% of the train delay hours in the SAAs.

Sincerely,

NORFOLK SOUTHERN

For the week ending 6/16/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	6/12/00	850	178	240	418	339	22.5
	6/13/00	850	150	182	332	237	25.0
	6/14/00	850	94	280	374	269	24.4
	6/15/00	850	144	280	424	332	14.6
	6/16/00	850	125	265	390	344	21.8
North Yard MI Average		**850**	**138**	**249**	**388**	**304**	**21.3**
Oak Island NJ	6/12/00	1200	219	187	406	370	34.3
	6/13/00	1200	282	254	536	368	29.0
	6/14/00	1200	284	341	625	489	30.7
	6/15/00	1200	254	307	561	394	26.2
	6/16/00	1200	335	345	680	567	22.3
Oak Island NJ Average		**1200**	**275**	**287**	**562**	**438**	**28.0**
Pavonia NJ	6/12/00	900	261	275	536	467	34.6
	6/13/00	900	224	290	514	467	29.5
	6/14/00	900	196	177	373	319	15.0
	6/15/00	900	375	358	733	423	25.6
	6/16/00	900	316	295	611	396	26.9
Pavonia Average		**900**	**274**	**279**	**553**	**414**	**27.1**

NORFOLK SOUTHERN

For the week ending 6/16/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	12-Jun	8	25%	25%	25%	13%	13%
	13-Jun	7	14%	43%	29%	0%	14%
	14-Jun	7	29%	29%	29%	14%	0%
	15-Jun	6	50%	50%	0%	0%	0%
	16-Jun	7	57%	29%	0%	0%	14%
Detroit Total		35	34%	34%	17%	6%	9%
North Jersey Total	12-Jun	9	22%	33%	0%	11%	33%
	13-Jun	15	40%	33%	13%	0%	13%
	14-Jun	15	20%	47%	13%	0%	20%
	15-Jun	16	25%	31%	25%	0%	19%
	16-Jun	16	19%	44%	19%	6%	13%
North Jersey Total		71	25%	38%	15%	3%	18%
South Jersey Total	12-Jun	3	33%	33%	33%	0%	0%
	13-Jun	7	29%	0%	43%	14%	14%
	14-Jun	5	60%	20%	0%	20%	0%
	15-Jun	7	57%	0%	0%	29%	14%
	16-Jun	7	29%	14%	0%	43%	14%
South Jersey Total		29	41%	10%	14%	24%	10%
Grand Total		135	31%	31%	16%	8%	14%

NORFOLK SOUTHERN

For the week ending 6/16/00

Shared Asset Area Trains Held

area	Sat 10-Jun	Sun 11-Jun	Mon 12-Jun	Tue 13-Jun	Wed 14-Jun	Thu 15-Jun	Fri 16-Jun	Grand Total
North Jersey	4	4	4	1	3	2	1	19
South Jersey	0	2	3	2	2	2	1	12
Detroit	2	2	1	1	2	3	4	15

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.

NORFOLK SOUTHERN

NS Cars Offered in Interchange but not Accepted

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

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

NS Northern Region Train Starts and Delays

	Saturday 10-Jun	Sunday 11-Jun	Monday 12-Jun	Tuesday 13-Jun	Wednesday 14-Jun	Thursday 15-Jun	Friday 16-Jun	Grand Total
# of Train Starts	191	175	231	255	244	205	267	1568
Delay Cause								
Crew Delays (hrs)	0.0	0.0	0.0	12.6	3.5	0.0	2.1	18.1
Power Delays (hrs)	0.0	34.9	11.2	24.7	67.5	72.6	85.4	296.1

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 10-Jun	Sunday 11-Jun	Monday 12-Jun	Tuesday 13-Jun	Wednesday 14-Jun	Thursday 15-Jun	Friday 16-Jun	average
Fleet Size	3473	3454	3456	3453	3448	3454	3512	3464
available	3270	3215	3237	3250	3236	3226	3303	3248
out of service %	5.8%	6.9%	6.3%	5.9%	6.1%	6.6%	6.0%	6.2%

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

NORFOLK SOUTHERN

NS Crew Starts and Delays

		Saturday 10-Jun	Sunday 11-Jun	Monday 12-Jun	Tuesday 13-Jun	Wednesday 14-Jun	Thursday 15-Jun	Friday 16-Jun	Grand Total
Allentown	crew starts	14	17	18	16	18	19	23	125
	crews delayed	0	3	4	2	7	6	9	31
Bellevue	crew starts	36	41	36	41	42	47	37	280
	crews delayed	11	12	17	14	18	13	16	101
Buffalo	crew starts	21	24	24	29	31	33	25	187
	crews delayed	3	5	3	7	6	8	6	38
Chicago	crew starts	36	30	38	33	34	34	36	241
	crews delayed	18	11	11	11	10	14	13	88
Cincinnati	crew starts	40	43	28	33	35	38	36	253
	crews delayed	1	6	4	4	4	7	15	41
Cleveland	crew starts	14	19	19	15	20	19	23	129
	crews delayed	8	6	8	11	6	7	8	54
Conway	crew starts	58	52	47	53	63	52	58	383
	crews delayed	15	14	15	13	18	8	17	100
Detroit	crew starts	19	16	23	22	21	20	19	140
	crews delayed	6	7	9	8	7	6	7	50
Elkhart	crew starts	41	34	38	42	38	32	43	268
	crews delayed	10	14	18	11	11	9	14	87
Harrisburg	crew starts	64	54	34	57	63	62	65	399
	crews delayed	31	19	11	19	19	22	18	139
Toledo	crew starts	62	52	48	45	56	60	57	380
	crews delayed	15	14	10	5	9	17	7	77

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

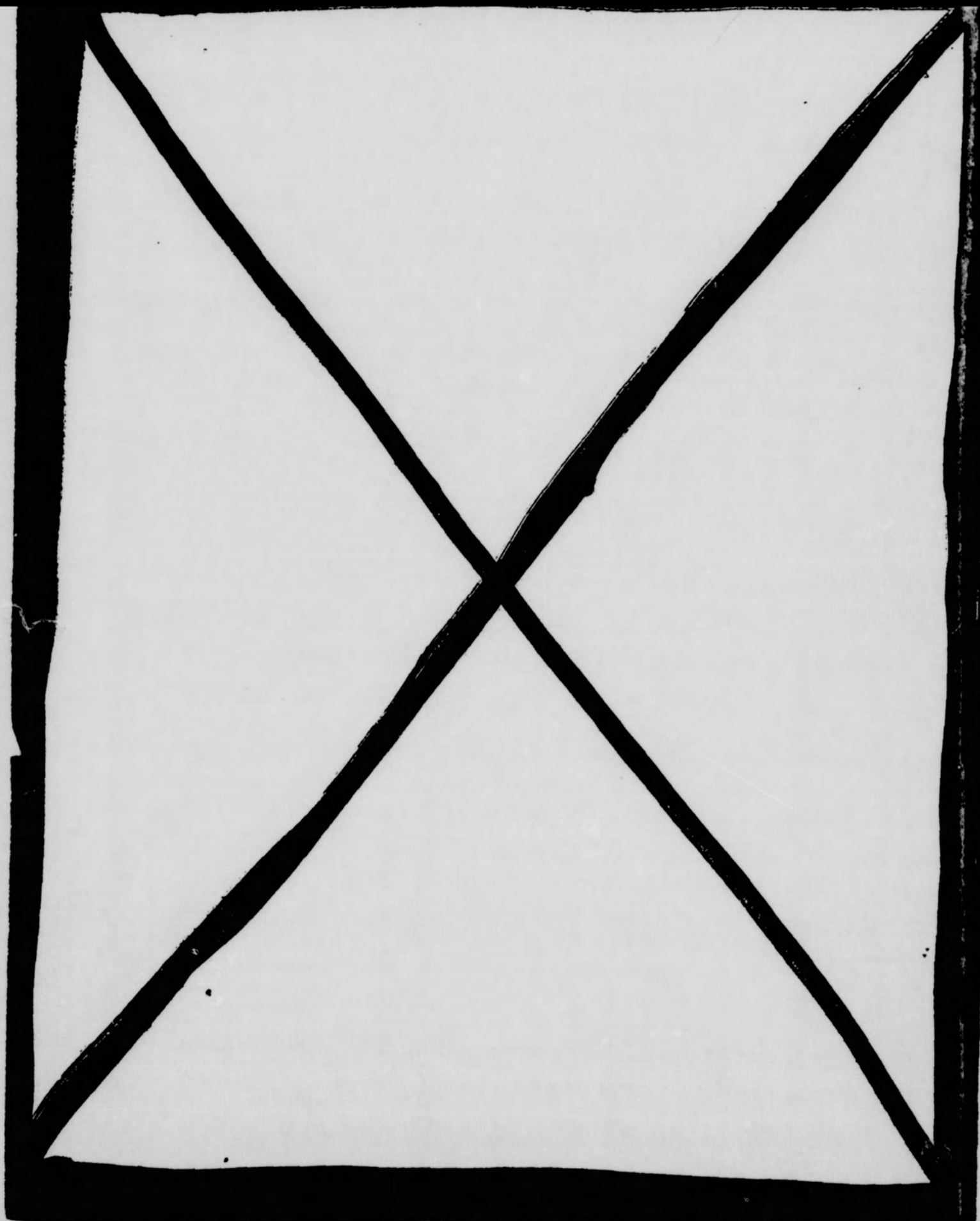
	Saturday 10-Jun	Sunday 11-Jun	Monday 12-Jun	Tuesday 13-Jun	Wednesday 14-Jun	Thursday 15-Jun	Friday 16-Jun	average
availability%	75%	74%	76%	80%	79%	79%	79%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 10-Jun	Sunday 11-Jun	Monday 12-Jun	Tuesday 13-Jun	Wednesday 14-Jun	Thursday 15-Jun	Friday 16-Jun	Grand Total
crew starts	371	321	281	324	351	345	362	2355
recrews	22	14	7	5	8	5	10	71

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



SURFACE TRANSPORTATION BOARD

Memorandum

(C) 9038

DATE: June 15, 2000

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

FROM FOR: Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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

SURFACE TRANSPORTATION BOARD

Memorandum

199038

ENTERED
Office of the Secretary

JUN 16 2000

Part of
Public Record

RECEIVED
JUN 15 2000
MAIL
MANAGEMENT
STB

DATE: June 15, 2000

TO : Ellen Keys, Assistant Secretary
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Office of Compliance and Enforcement

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Attachments

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

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

T. J. Stephenson
Assistant Vice President -
Service Measurements

June 14, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, June 9th.

This week again showed significant improvement in terminal dwell and system velocity, while cars on-line remained about the same, moving from 261,571 to 261,692. Overall train velocity increased from18.2 to 18.9 miles-per-hour. Terminal dwell was down from 30.0 to 28.5 hours.

In examining the data CSXT provides the STB, Conrail Transaction Council, and the AAR, we would offer the following observations and interpretations:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved slightly unfavorable two percentage points, to 71%. The greater-than-six-hours-late category moved unfavorable by four percentage points from the prior week.

Yards and Terminals

Car volumes were slightly higher compared to the prior week and overall dwell hours decreased across the network. Eleven of the 14 reported terminals showed an improvement in terminal dwell. We continue to see steady improvement, and we anticipate that the trend toward reduced dwell will continue.

Corridor Performance

Only one of the six corridors showed an improvement compared to the prior week. The best train performance during this week was the East St. Louis to Northeast corridor at 96% in the on-time-to-two-hours-late category. Second place belonged to the Chicago to Northeast corridor with 84%. Overall, the on-time-to-two-hours-late category moved unfavorable to 71%, down two percentage points compared to last week. The percent of trains in the greater-than-six-hours-late category moved favorable by one percentage points to 20%.

Shared Areas

Daily average on hand cars decreased at Oak Island and Pavonia, while increasing at North Yard. The decrease in on-hand traffic at Oak Island reflects the continued working off of inbound traffic for local industries. Pavonia's decrease stems from a clearing out of unit train traffic during the week. North Yard's increase reflects an increase in empty inbound multilevel equipment. Overall terminal dwell time was 25.9 hours, down slightly from last week's 26.4. Road train delays for crew and power decreased over the prior week. For the week, there were a total of 44 trains delayed for CSXT and NS: 30 for crew, 8 for power, and 6 for late arrivals.

Additional Measurements

Train Delay Metric: For 820 train starts, average daily Train Delay totaled 69 hours for Power and 268 hours for Crew. Power delays and crew delays were down from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 23.5% for the week, an unfavorable move from the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage remained at 80%. Although vacations have begun to affect crew availability, it remains at a healthy level and the number of crews assigned and available at each supply point is generally adequate and stable.

Daily Number of Recrews Required: Of 1904 crew starts, 57 (3%) were recrews, same percentage as the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for Detroit and South Jersey, and three trains per day at North Jersey. Down slightly from the prior week.

Locomotives: Gross Locomotives = 4197, Average Available = 3789, and Out-of-Service Ratio = 5.7%, up from the prior week.

Cars Offered in Interchange: averaged 271 cars daily, of which 79 were allocated to Norfolk Southern. Overall daily average was up slightly from last week, and the NS average was up from the prior week.

On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh – Washington) and 96% for 90 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to additional slow orders and curfew due to scheduled maintenance of way work.

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

CSXT service continues to improve. The number of cars on-line has been declining steadily for the last two months. During the same period, dwell has established a very favorable trend, followed by improvements in train velocity, which have been most notable in the past four weeks. Together, dwell and train velocity indicate efficiency. When efficiency improves, cars on-line tend to go down, fewer locomotives are required and crew costs diminish. This is the case for CSXT for the past two months.

CSXT is not satisfied by the performance yet, but is gratified to see continuous improvement.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 06/02/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/05/00	06/06/00	06/07/00	06/08/00	06/09/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	291	270	283	246	259
	Cars On Hand - Empty	300	362	260	238	309
	Cars On Hand - Total	591	632	543	484	568
	Cars Handled	418	501	476	402	398
	Dwell Hours	34.7	34.9	29.3	24.6	26.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	274	211	295	308	195
	Cars On Hand - Empty	393	335	414	504	281
	Cars On Hand - Total	667	546	709	812	476
	Cars Handled	592	477	364	708	454
	Dwell Hours	36.5	24.0	18.1	22.7	17.6
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	234	263	339	193	317
	Cars On Hand - Empty	252	137	121	127	201
	Cars On Hand - Total	486	400	460	320	518
	Cars Handled	280	411	409	281	403
	Dwell Hours	27.4	24.6	20.2	22.3	19.5

CSX Comments: Daily average on hand cars decreased al Oak Island and Pavonia, while increasing at North Yard. The decrease in on-hand traffic at Oak Island reflects the working off of inbound traffic for local industries referred to in last week's report. The decrease in volume at Pavonia reflects departures of unit trains..
Overall terminal dwell time was 26.4 hours, down slightly from last week's 25.9.

Surface Transportation Board

Performance Measures

For the week ending: 06/02/00

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/05/00	06/06/00	06/07/00	06/08/00	06/09/00
North Jersey SAA	Number of Originations	8	12	15	10	17
	% Ontime	13%	25%	20%	30%	35%
	% Late 0-2 Hours	37%	17%	40%	30%	18%
	% Late 2-4 Hours	0%	33%	7%	0%	12%
	% Late 4-6 Hours	13%	0%	20%	20%	12%
	% Late GT 6 Hours	37%	25%	13%	20%	24%
South Jersey SAA	Number of Originations	5	5	7	4	7
	% Ontime	20%	20%	29%	25%	43%
	% Late 0-2 Hours	40%	0%	14%	0%	14%
	% Late 2-4 Hours	40%	20%	0%	25%	29%
	% Late 4-6 Hours	0%	20%	29%	0%	14%
	% Late GT 6 Hours	0%	40%	29%	50%	0%
Detroit SAA	Number of Originations	8	6	7	7	7
	% Ontime	13%	17%	14%	14%	43%
	% Late 0-2 Hours	50%	67%	29%	14%	29%
	% Late 2-4 Hours	13%	0%	57%	29%	0%
	% Late 4-6 Hours	0%	17%	0%	14%	29%
	% Late GT 6 Hours	25%	0%	0%	29%	0%

CSX Comments: Road train delays for crew and power decreased over the prior week. Six originating trains were delayed due to late arrivals from the CSXT and/or NS.

Surface Transportation Board

Performance Measures

For the week ending: 06/02/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	06/05/00	06/06/00	06/07/00	06/08/00	06/09/00	Average
Cars Offered	NS	62	125	96	57	57	79
	All Other	306	229	187	110	127	192
	Total	368	354	283	167	184	271

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	06/05/00	06/06/00	06/07/00	06/08/00	06/09/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	50%	50%	100%	0%	40%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	100%	83%	94%	100%	96%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 06/02/00

CSXT Train Crew Delay

Terminal	Causes of Delay / Trains / Hours	Saturday 06/03/00	Sunday 06/04/00	Monday 06/05/00	Tuesday 06/06/00	Wednesday 06/07/00	Thursday 06/08/00	Friday 06/09/00	Weekly Total
Baltimore	Train Crew Starts	17	14	11	21	18	21	20	122
	Crews Delayed +2 Hours	10	7	4	11	8	10	7	57
	% Delayed +2 Hours	59%	50%	36%	52%	44%	48%	35%	47%
Buffalo	Train Crew Starts	39	30	31	42	38	37	45	262
	Crews Delayed +2 Hours	12	6	4	5	5	8	13	53
	% Delayed +2 Hours	31%	20%	13%	12%	13%	22%	29%	20%
Chicago	Train Crew Starts	24	20	22	25	29	29	20	169
	Crews Delayed +2 Hours	8	6	2	5	6	9	7	43
	% Delayed +2 Hours	33%	30%	9%	20%	21%	31%	35%	25%
Cincinnati	Train Crew Starts	38	37	35	34	39	35	42	260
	Crews Delayed +2 Hours	2	2	2	2	2	1	5	16
	% Delayed +2 Hours	5%	5%	6%	6%	5%	3%	12%	6%
Cleveland	Train Crew Starts	21	26	24	28	27	32	24	182
	Crews Delayed +2 Hours	6	9	8	6	9	10	6	54
	% Delayed +2 Hours	29%	35%	33%	21%	33%	31%	25%	30%
Cumberland	Train Crew Starts	35	30	25	32	34	29	32	217
	Crews Delayed +2 Hours	3	4	3	3	6	1	4	24
	% Delayed +2 Hours	9%	13%	12%	9%	18%	3%	13%	11%
Detroit	Train Crew Starts	3	4	5	8	6	6	6	38
	Crews Delayed +2 Hours	0	1	2	2	2	2	2	11
	% Delayed +2 Hours	0%	25%	40%	25%	33%	33%	33%	29%
Philadelphia	Train Crew Starts	7	11	7	8	11	14	8	66
	Crews Delayed +2 Hours	2	4	2	3	1	7	0	19
	% Delayed +2 Hours	29%	36%	29%	38%	9%	50%	0%	29%
Selkirk	Train Crew Starts	39	34	31	37	39	40	42	262
	Crews Delayed +2 Hours	13	11	6	11	11	10	7	69
	% Delayed +2 Hours	33%	32%	19%	30%	28%	25%	17%	26%
Toledo	Train Crew Starts	31	27	28	30	28	28	28	200
	Crews Delayed +2 Hours	6	6	6	2	2	2	7	31
	% Delayed +2 Hours	19%	22%	21%	7%	7%	7%	25%	16%
Willard	Train Crew Starts	46	41	40	43	44	47	39	300
	Crews Delayed +2 Hours	8	4	12	11	8	15	3	61
	% Delayed +2 Hours	17%	10%	30%	26%	18%	32%	8%	20%

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

For the week ending: 06/02/00

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	06/03/00	06/04/00	06/05/00	06/06/00	06/07/00	06/08/00	06/09/00	Total
Train Delay	Originating Train Starts	106	117	115	115	120	123	124	820
	Delayed Hours - Power	6	4	2	13	2	0	42	69
	Delayed Hours - Crews	71	70	15	3	32	51	26	268

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	06/03/00	06/04/00	06/05/00	06/06/00	06/07/00	06/08/00	06/09/00	Average
Crew Availability	% Available	80%	78%	79%	80%	81%	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	06/03/00	06/04/00	06/05/00	06/06/00	06/07/00	06/08/00	06/09/00	Total
Crews/Recrews	Train Crew Starts	274	246	255	279	282	290	278	1904
	Recrews	14	5	9	5	8	7	9	57
	% Recrewed	5%	2%	4%	2%	3%	2%	3%	3%

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

Surface Transportation Board

Performance Measures

For the week ending: 06/02/00

CSXT Locomotive Fleet Condition

Measure	Locomotives	Saturday 06/03/00	Sunday 06/04/00	Monday 06/05/00	Tuesday 06/06/00	Wednesday 06/07/00	Thursday 06/08/00	Friday 06/09/00	Daily Average
Locomotives	Gross Fleet Size	4287	4281	4236	4143	4146	4131	4154	4197
	Avg. Number Available	3812	3788	3745	3796	3790	3824	3771	3789
	OOS Ratio	5.6	5.7	5.7	6.0	5.9	5.5	5.5	5.7

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

Shared Asset Areas Train Delay

Measure	Shared Area	Saturday 06/03/00	Sunday 06/04/00	Monday 06/05/00	Tuesday 06/06/00	Wednesday 06/07/00	Thursday 06/08/00	Friday 06/09/00	Daily Average
Train Delay	Philadelphia/South Jersey	0	3	2	0	2	2	2	2
	North Jersey	0	2	6	1	5	4	3	3
	Detroit	0	2	4	0	1	2	3	2

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

George A. Aspatore
General Solicitor

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

June 14, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending June 9, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

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 14, 2000

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics remained within a normal range for our rail operations. The number of cars on line increased and the average train speed decreased insignificantly. The average terminal dwell decreased below twenty-four hours. On the monitored corridors and Chicago gateway operations, 68 trains were held for terminal congestion, 32 trains were held for crews, and 20 trains were held for power.

NS received no calls on our customer service hotline in Buffalo.

In the Shared Assets Areas, daily average on-hand car volumes decreased at Oak Island and Pavonia, while increasing at North Yard. All volume counts were within acceptable norms. Overall average terminal dwell time decreased. Road train delays for crews and power decreased over the prior week: 30 trains were delayed for 148 hours for lack of crews and 8 trains were delayed 66 hours awaiting power. Six originating trains were delayed for 34 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 68% of the train delay hours in the SAAs.

Sincerely,

NORFOLK SOUTHERN

For the week ending 6/9/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	6/5/00	850	252	234	486	280	27.4
	6/6/00	850	137	263	400	411	24.6
	6/7/00	850	121	339	460	409	20.2
	6/8/00	850	127	193	320	281	22.3
	6/9/00	850	201	317	518	403	19.5
North Yard MI Average		**850**	**168**	**269**	**437**	**357**	**22.5**
Oak Island NJ	6/5/00	1200	300	291	591	418	34.7
	6/6/00	1200	362	270	632	501	34.9
	6/7/00	1200	260	283	543	476	29.3
	6/8/00	1200	238	246	484	402	24.6
	6/9/00	1200	309	259	568	398	26.3
Oak Island NJ Average		**1200**	**294**	**270**	**564**	**439**	**30.2**
Pavonia NJ	6/5/00	900	393	274	667	592	36.5
	6/6/00	900	335	211	546	477	24.0
	6/7/00	900	414	295	709	364	18.1
	6/8/00	900	504	308	812	708	22.7
	6/9/00	900	281	195	476	454	17.6
Pavonia Average		**900**	**385**	**257**	**642**	**519**	**24.5**

NORFOLK SOUTHERN

For the week ending 6/9/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	5-Jun	8	13%	50%	13%	0%	25%
	6-Jun	6	17%	67%	0%	17%	0%
	7-Jun	7	14%	29%	57%	0%	0%
	8-Jun	7	14%	14%	29%	14%	29%
	9-Jun	7	43%	29%	0%	29%	0%
Detroit Total		35	20%	37%	20%	11%	11%
North Jersey Total	5-Jun	8	13%	38%	0%	13%	38%
	6-Jun	12	25%	17%	33%	0%	25%
	7-Jun	15	20%	40%	7%	20%	13%
	8-Jun	10	30%	30%	0%	20%	20%
	9-Jun	17	35%	18%	12%	12%	24%
North Jersey Total		62	26%	27%	11%	13%	23%
South Jersey Total	5-Jun	5	20%	40%	40%	0%	0%
	6-Jun	5	20%	0%	20%	20%	40%
	7-Jun	7	29%	14%	0%	29%	29%
	8-Jun	4	25%	0%	25%	0%	50%
	9-Jun	7	43%	14%	29%	14%	0%
South Jersey Total		28	29%	14%	21%	14%	21%
Grand Total		125	25%	27%	16%	13%	19%

NORFOLK SOUTHERN

For the week ending 6/9/00

Shared Asset Area Trains Held

area	Sat 03-Jun	Sun 04-Jun	Mon 05-Jun	Tue 06-Jun	Wed 07-Jun	Thu 08-Jun	Fri 09-Jun	Grand Total
North Jersey	0	2	6	1	5	4	3	21
South Jersey	0	3	2	0	2	2	2	11
Detroit	0	2	4	0	1	2	3	12

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.

NORFOLK SOUTHERN

NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	20	0	0	0	0	**20**
other	0	0	0	0	154	**154**
Total	**20**	**0**	**0**	**0**	**154**	**174**

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

NS Northern Region Train Starts and Delays

	Saturday 3-Jun	Sunday 4-Jun	Monday 5-Jun	Tuesday 6-Jun	Wednesday 7-Jun	Thursday 8-Jun	Friday 9-Jun	Grand Total
# of Train Starts	247	227	230	262	260	207	253	1686
Delay Cause								
Crew Delays (hrs)	0.0	0.0	0.0	0.0	0.0	5.9	13.7	19.6
Power Delays (hrs)	19.5	0.0	0.0	17.5	11.5	0.0	0.0	48.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 3-Jun	Sunday 4-Jun	Monday 5-Jun	Tuesday 6-Jun	Wednesday 7-Jun	Thursday 8-Jun	Friday 9-Jun	average
Fleet Size	3478	3478	3465	3484	3477	3457	3477	3474
available	3273	3285	3258	3285	3288	3266	3281	3277
out of service %	5.9%	5.5%	6.0%	5.7%	5.4%	5.5%	5.6%	5.7%

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

NORFOLK SOUTHERN

NS Crew Starts and Delays

		Saturday 3-Jun	Sunday 4-Jun	Monday 5-Jun	Tuesday 6-Jun	Wednesday 7-Jun	Thursday 8-Jun	Friday 9-Jun	Grand Total
Allentown	crew starts	11	15	14	17	15	17	17	106
	crews delayed	2	6	4	6	5	5	3	31
Bellevue	crew starts	42	39	36	40	39	52	42	290
	crews delayed	11	15	15	21	21	24	16	123
Buffalo	crew starts	20	24	27	23	32	31	28	185
	crews delayed	6	4	5	2	10	7	5	39
Chicago	crew starts	41	33	34	33	35	31	39	246
	crews delayed	11	6	9	8	12	9	14	69
Cincinnati	crew starts	35	36	33	40	35	37	36	252
	crews delayed	7	8	4	7	10	10	8	54
Cleveland	crew starts	16	20	17	23	14	17	20	127
	crews delayed	7	10	5	7	6	7	9	51
Conway	crew starts	55	49	48	54	53	61	60	380
	crews delayed	14	9	21	19	21	23	18	125
Detroit	crew starts	17	13	17	23	18	23	17	128
	crews delayed	5	7	4	9	11	7	8	51
Elkhart	crew starts	36	39	34	36	36	43	34	258
	crews delayed	8	13	15	14	13	16	13	92
Harrisburg	crew starts	58	43	45	56	54	63	52	371
	crews delayed	16	12	13	15	11	23	19	109
Toledo	crew starts	60	56	46	62	62	56	56	398
	crews delayed	9	10	9	18	12	16	9	83

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

NS Northern Region Daily Crew Availability Percentage

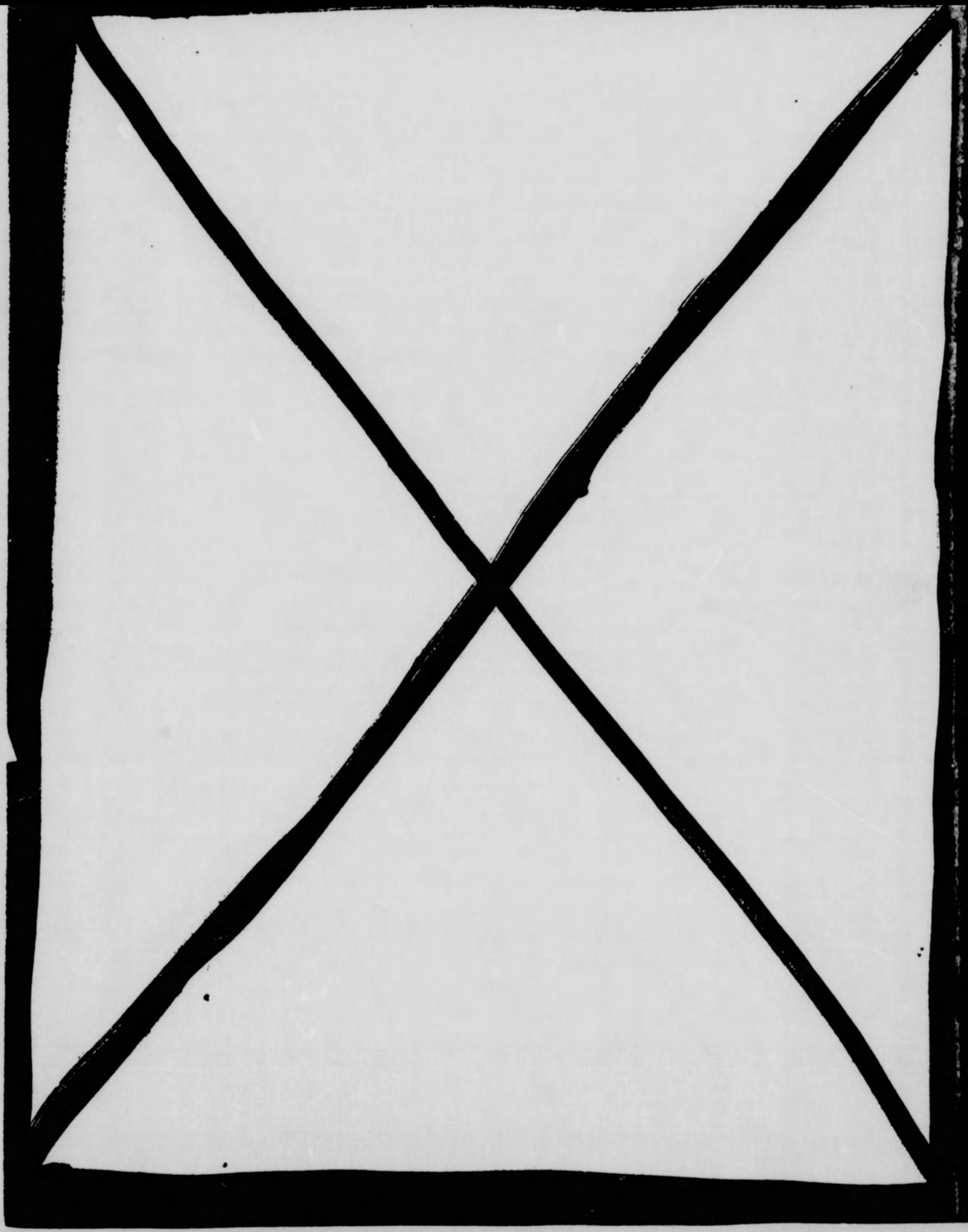
	Saturday 3-Jun	Sunday 4-Jun	Monday 5-Jun	Tuesday 6-Jun	Wednesday 7-Jun	Thursday 8-Jun	Friday 9-Jun	average
availability%	76%	75%	77%	80%	81%	81%	79%	78%

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

NS Northern Region Crew Starts and Recrews

	Saturday 3-Jun	Sunday 4-Jun	Monday 5-Jun	Tuesday 6-Jun	Wednesday 7-Jun	Thursday 8-Jun	Friday 9-Jun	Grand Total
crew starts	339	307	294	334	341	354	352	2321
recrews	7	4	8	8	11	7	12	57

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



SURFACE TRANSPORTATION BOARD

Memorandum

193943

DATE: June 8, 2000

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 Jim Greene.

Attachments

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

CSX TRANSPORTATION

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

T. J. Stephenson
Assistant Vice President -
Service Measurements

June 7, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, June 2nd.

This week showed significant improvement in cars on-line and system velocity, while terminal dwell moved very slightly unfavorable. Average daily total cars on-line decreased almost two thousand cars from the prior week, from 263,550 to 261,571. Overall train velocity increased from17.8 to 18.2 miles-per-hour, the best performance since early March. Terminal dwell was up from 29.9 to 30.0 hours, virtually unchanged.

In examining the data CSXT provides the STB, Conrail Transaction Council, and the AAR, we would offer the following observations and interpretations:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorable 21 percentage points, to 73%. Also there was a favorable 25 percentage point improvement in the greater-than-six-hours-late category. Traffic conditions continue to improve within the Chicago gateway.

Yards and Terminals

Car volumes were slightly lower compared to the prior week, as noted, and overall dwell hours increased very slightly across the network. Only four of the 14 reported terminals showed an improvement in terminal dwell. We feel the temporary leveling out is natural after weeks of notable improvement, and we anticipate that the trend toward reduced dwell will continue.

Corridor Performance

Five of the six corridors showed an improvement compared to the prior week. The best train performance during this week was the East St. Louis to Northeast corridor, improving six percentage points to 96% in the on-time-to-two-hours-late category. Second place belonged to the Chicago to Northeast corridor with 85%. Overall, the on-time-to-two-hours-late category moved favorably to 73%, up eleven percentage points compared to last week. The percent of trains in the greater-than-six-hours-late category also moved favorable by six percentage points to 21%.

Shared Areas

Daily average on hand cars decreased at Oak Island and North Yard, while increasing at Pavonia. The decrease in on-hand traffic at Oak Island reflects the working off of inbound traffic for local industries. The increase in volume at Pavonia reflects heavier than usual volume in unit train traffic. Overall terminal dwell time was 29.3 hours, up slightly from last week's 26.4. The chief driver of performance was an across the board increase in inbound local elapsed time stemming from the Memorial Day holiday. Road train delays for crew and power increased over the prior week. For the week, there were a total of 63 trains delayed for CSXT and NS: 33 for crew, 10 for power, and 20 for late arrivals.

Additional Measurements

Train Delay Metric: For 762 train starts, average daily Train Delay totaled 153 hours for Power and 383 hours for Crew. Power delays remained constant, while crew delays were up from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 21.7% for the week, a favorable move for the third straight week.

Daily Crew Availability Percentage: Crew Availability Percentage decreased one percentage point to 80%. Crew availability remains at a very healthy level and the number of crews assigned and available at each supply point is generally adequate and stable.

Daily Number of Recrews Required: Of 1857 crew starts, 47 (3%) were recrews, same as the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged three trains per day for Detroit and South Jersey, and four trains per day at North Jersey. This measure is unchanged from the previous week.

Locomotives: Gross Locomotives = 4249, Average Available = 3827, and Out-of-Service Ratio = 5.2%, up only slightly from the prior week.

Cars Offered in Interchange: averaged 202 cars daily, of which 38 were allocated to Norfolk Southern. Overall daily average was up slightly from last week, while the NS average was down.

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh – Washington) and 89% for 72 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to additional slow orders and curfew due to scheduled maintenance of way work.

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

The aggregate picture portrayed in the performance numbers this week indicates CSXT service is continuing to improve. The corridor reports are especially encouraging. Not only did we improve on five of the six reported routes compared to last week, but on four of these routes we experienced the best performance this year.

CSXT is not satisfied by the performance yet, but is gratified to see continuous improvement.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 06/02/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/29/00	05/30/00	05/31/00	06/01/00	06/02/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	265	337	383	260	348
	Cars On Hand - Empty	194	310	326	316	441
	Cars On Hand - Total	459	647	709	576	789
	Cars Handled	177	507	582	665	467
	Dwell Hours	25.6	50.1	28.9	19.6	31.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	397	324	303	271	378
	Cars On Hand - Empty	415	433	412	609	467
	Cars On Hand - Total	812	757	715	880	845
	Cars Handled	271	335	440	403	575
	Dwell Hours	22.6	43.2	36.5	31.0	19.8
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	121	146	180	300	190
	Cars On Hand - Empty	163	90	160	123	123
	Cars On Hand - Total	284	236	340	423	313
	Cars Handled	136	145	234	415	168
	Dwell Hours	23.1	37.3	24.5	21.4	22.2

CSX Comments: Daily average on hand cars decreased al Oak Island and North Yard, while increasing at Pavonia. The decrease in on-hand traffic at Oak Island reflects the working off of inbound traffic for local industries referred to in last week's report. The increase in volume at Pavonia reflects heavier than usual volume in unit train traffic. Overall terminal dwell time was 29.3 hours, up slightly from last week's 26.4. The chief driver of performance was an across-the-board increase in inbound local elapsed time stemming from the Memorial Day holiday.

Surface Transportation Board

Performance Measures

For the week ending: 06/02/00

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/29/00	05/30/00	05/31/00	06/01/00	06/02/00
North Jersey SAA	Number of Originations	11	17	17	17	17
	% Ontime	100%	38%	50%	38%	44%
	% Late 0-2 Hours	0%	25%	25%	31%	25%
	% Late 2-4 Hours	0%	25%	0%	15%	19%
	% Late 4-6 Hours	0%	13%	13%	0%	6%
	% Late GT 6 Hours	0%	0%	13%	15%	6%
South Jersey SAA	Number of Originations	5	7	7	8	7
	% Ontime	0%	33%	0%	57%	14%
	% Late 0-2 Hours	50%	0%	0%	0%	29%
	% Late 2-4 Hours	50%	33%	100%	14%	0%
	% Late 4-6 Hours	0%	33%	0%	14%	14%
	% Late GT 6 Hours	0%	0%	0%	14%	43%
Detroit SAA	Number of Originations	9	6	8	7	9
	% Ontime	0%	25%	50%	17%	63%
	% Late 0-2 Hours	100%	50%	50%	50%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	13%
	% Late 4-6 Hours	0%	0%	0%	17%	0%
	% Late GT 6 Hours	0%	25%	0%	17%	13%

CSX Comments: Road train delays for crew and power increased over the prior week. Twenty originating trains were delayed due to late arrivals from the CSXT and/or NS.

Surface Transportation Board

Performance Measures

For the week ending: 06/02/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	05/29/00	05/30/00	05/31/00	06/01/00	06/02/00	Average
Cars Offered	NS	111	1	2	1	75	38
	All Other	345	185	55	145	92	164
	Total	456	186	57	146	167	202

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington. DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	05/29/00	05/30/00	05/31/00	06/01/00	06/02/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	50%	100%	0%	60%
MARC	Trains	0	18	18	18	18	72
	% On Time	N/A	100%	100%	100%	56%	89%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 06/02/00

CSXT Train Crew Delay

Terminal	Causes of Delay / Trains / Hours	Saturday 05/27/00	Sunday 05/28/00	Monday 05/29/00	Tuesday 05/30/00	Wednesday 05/31/00	Thursday 06/01/00	Friday 06/02/00	Weekly Total
Baltimore	Train Crew Starts	17	14	12	10	15	17	15	100
	Crews Delayed +2 Hours	6	9	4	8	6	7	5	45
	% Delayed +2 Hours	35%	64%	33%	80%	40%	41%	33%	45%
Buffalo	Train Crew Starts	38	32	34	30	40	40	37	251
	Crews Delayed +2 Hours	12	6	5	5	4	8	9	49
	% Delayed +2 Hours	32%	19%	15%	17%	10%	20%	24%	20%
Chicago	Train Crew Starts	21	26	25	21	30	25	21	169
	Crews Delayed +2 Hours	6	4	7	6	5	4	2	34
	% Delayed +2 Hours	29%	15%	28%	29%	17%	16%	10%	20%
Cincinnati	Train Crew Starts	38	31	30	32	36	33	35	2[illegible]
	Crews Delayed +2 Hours	3	1	1	4	3	1	3	16
	% Delayed +2 Hours	8%	3%	3%	13%	8%	3%	9%	7%
Cleveland	Train Crew Starts	25	19	26	21	16	27	26	160
	Crews Delayed +2 Hours	6	7	7	1	3	5	10	39
	% Delayed +2 Hours	24%	37%	27%	5%	19%	19%	38%	24%
Cumberland	Train Crew Starts	32	28	34	24	25	40	30	213
	Crews Delayed +2 Hours	3	1	4	0	4	6	6	24
	% Delayed +2 Hours	9%	4%	12%	0%	16%	15%	20%	11%
Detroit	Train Crew Starts	3	2	3	5	7	7	7	34
	Crews Delayed +2 Hours	1	2	0	1	2	3	4	13
	% Delayed +2 Hours	33%	100%	0%	20%	29%	43%	57%	38%
Philadelphia	Train Crew Starts	10	6	11	9	5	15	15	71
	Crews Delayed +2 Hours	2	4	6	6	0	8	4	30
	% Delayed +2 Hours	20%	67%	55%	67%	0%	53%	27%	42%
Selkirk	Train Crew Starts	34	36	30	27	39	41	36	243
	Crews Delayed +2 Hours	8	16	6	11	7	10	6	64
	% Delayed +2 Hours	24%	44%	20%	41%	18%	24%	17%	26%
Toledo	Train Crew Starts	28	22	20	31	26	26	36	189
	Crews Delayed +2 Hours	4	5	3	13	4	5	8	42
	% Delayed +2 Hours	14%	23%	15%	42%	15%	19%	22%	22%
Willard	Train Crew Starts	48	42	35	37	40	46	38	286
	Crews Delayed +2 Hours	17	7	6	12	5	11	9	67
	% Delayed +2 Hours	35%	17%	17%	32%	13%	24%	24%	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

For the week ending: 06/02/00

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	05/27/00	05/28/00	05/29/00	05/30/00	05/31/00	06/01/00	06/02/00	Total
Train Delay	Originating Train Starts	112	106	104	108	113	115	104	762
	Delayed Hours - Power	33	0	3	51	30	17	19	153
	Delayed Hours - Crews	120	146	40	17	15	15	30	383

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	05/27/00	05/28/00	05/29/00	05/30/00	05/31/00	06/01/00	06/02/00	Average
Crew Availability	% Available	78%	76%	78%	81%	82%	81%	82%	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	05/27/00	05/28/00	05/29/00	05/30/00	05/31/00	06/01/00	06/02/00	Total
Crews/Recrews	Train Crew Starts	273	252	247	262	262	277	284	1857
	Recrews	9	5	8	8	5	6	6	47
	% Recrewed	3%	2%	3%	3%	2%	2%	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

For the week ending: 06/02/00

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	05/27/00	05/28/00	05/29/00	05/30/00	05/31/00	06/01/00	06/02/00	Average
Locomotives	Gross Fleet Size	4240	4234	4215	4248	4250	4271	4287	4249
	Avg. Number Available	3820	3838	3844	3844	3812	3803	3827	3827
	OOS Ratio	5.0	5.2	4.7	5.0	5.3	5.4	5.6	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	05/27/00	05/28/00	05/29/00	05/30/00	05/31/00	06/01/00	06/02/00	Average
Train Delay	Philadelphia/South Jersey	7	4	4	4	0	1	2	3
	North Jersey	3	8	5	4	1	5	3	4
	Detroit	3	5	4	3	2	0	3	3

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

George A. Aspatore
General Solicitor

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

June 7, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending June 2, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

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 7, 2000

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics improved over the prior week and remained within a normal range for our rail operations. The number of cars on line decreased; the average train speed increased; and the average terminal dwell remained relatively constant. On the monitored corridors and Chicago gateway operations, 65 trains were held for terminal congestion, 32 trains were held for crews, and 10 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volumes decreased at Oak Island and North Yard, while increasing at Pavonia. All volume counts were within acceptable norms. Overall average terminal dwell time increased as trains were held awaiting delivery over the Memorial Day holiday. Road train delays for crews and power increased over the prior week: 33 trains were delayed for 286 hours for lack of crews and 10 trains were delayed 170 hours awaiting power. Twenty originating trains were delayed for 169 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 52% of the train delay hours in the SAAs.

Sincerely,

NORFOLK SOUTHERN

For the week ending 6/2/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	5/29/00	850	163	121	284	136	23.1
	5/30/00	850	90	146	236	145	37.3
	5/31/00	850	160	180	340	234	24.5
	6/1/00	850	123	300	423	415	21.4
	6/2/00	850	123	190	313	168	22.2
North Yard MI Average		**850**	**132**	**187**	**319**	**220**	**24.5**
Oak Island NJ	5/29/00	1200	194	265	459	271	22.6
	5/30/00	1200	310	337	647	335	43.2
	5/31/00	1200	326	383	709	440	36.5
	6/1/00	1200	316	260	576	403	31.0
	6/2/00	1200	441	348	789	575	19.8
Oak Island NJ Average		**1200**	**317**	**319**	**636**	**405**	**29.9**
Pavonia NJ	5/29/00	900	415	397	812	177	25.6
	5/30/00	900	433	324	757	507	50.1
	5/31/00	900	412	303	715	582	28.9
	6/1/00	900	609	271	880	665	19.6
	6/2/00	900	467	378	845	467	31.5
Pavonia Average		**900**	**467**	**335**	**802**	**480**	**31.1**

NORFOLK SOUTHERN

For the week ending 6/2/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	29-May	1	0%	100%	0%	0%	0%
	30-May	4	25%	50%	0%	0%	25%
	31-May	2	50%	50%	0%	0%	0%
	1-Jun	6	17%	50%	0%	17%	17%
	2-Jun	8	63%	13%	13%	0%	13%
Detroit Total		21	38%	38%	5%	5%	14%
North Jersey Total	29-May	2	100%	0%	0%	0%	0%
	30-May	8	38%	25%	25%	13%	0%
	31-May	8	50%	25%	0%	13%	13%
	1-Jun	13	38%	31%	15%	0%	15%
	2-Jun	16	44%	25%	19%	6%	6%
North Jersey Total		47	45%	26%	15%	6%	9%
South Jersey Total	29-May	2	0%	50%	50%	0%	0%
	30-May	3	33%	0%	33%	33%	0%
	31-May	1	0%	0%	100%	0%	0%
	1-Jun	7	57%	0%	14%	14%	14%
	2-Jun	7	14%	29%	0%	14%	43%
South Jersey Total		20	30%	15%	20%	15%	20%
Grand Total		88	40%	26%	14%	8%	13%

NORFOLK SOUTHERN

For the week ending 6/2/00

Shared Asset Area Trains Held

area	Sat 27-May	Sun 28-May	Mon 29-May	Tue 30-May	Wed 31-May	Thu 01-Jun	Fri 02-Jun	Grand Total
North Jersey	3	8	5	4	1	5	3	29
South Jersey	7	4	4	4		1	2	22
Detroit	3	5	4	3	2	0	3	20

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.

NORFOLK SOUTHERN

NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	32	0	0	0	0	32
other	0	0	0	48	25	73
Total	**32**	**0**	**0**	**48**	**25**	**105**

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

NS Northern Region Train Starts and Delays

	Saturday 27-May	Sunday 28-May	Monday 29-May	Tuesday 30-May	Wednesday 31-May	Thursday 1-Jun	Friday 2-Jun	Grand Total
# of Train Starts	257	245	240	254	271	252	204	1723
Delay Cause								
Crew Delays (hrs)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Power Delays (hrs)	3.5	0.0	0.0	0.0	0.0	4.3	10.5	18.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 27-May	Sunday 28-May	Monday 29-May	Tuesday 30-May	Wednesday 31-May	Thursday 1-Jun	Friday 2-Jun	average
Fleet Size	3533	3535	3514	3474	3500	3513	3511	3511
available	3347	3349	3306	3255	3285	3304	3318	3309
out of service %	5.3%	5.3%	5.9%	6.3%	6.1%	5.9%	5.5%	5.8%

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

NORFOLK SOUTHERN

NS Crew Starts and Delays

		Saturday 27-May	Sunday 28-May	Monday 29-May	Tuesday 30-May	Wednesday 31-May	Thursday 1-Jun	Friday 2-Jun	Grand Total
Allentown	crew starts	15	14	9	16	16	17	19	106
	crews delayed	5	3	3	4	2	4	3	24
Bellevue	crew starts	38	45	36	28	44	43	44	278
	crews delayed	11	20	14	14	12	15	20	106
Buffalo	crew starts	24	23	23	27	32	32	25	186
	crews delayed	7	4	5	6	5	5	7	39
Chicago	crew starts	35	32	27	31	27	36	37	225
	crews delayed	16	11	9	7	7	13	15	78
Cincinnati	crew starts	39	35	28	31	32	33	38	236
	crews delayed	5	6	3	4	5	6	8	37
Cleveland	crew starts	22	19	13	16	16	21	20	127
	crews delayed	11	8	4	5	5	5	6	44
Conway	crew starts	56	55	41	39	52	56	56	355
	crews delayed	17	20	16	6	18	19	15	111
Detroit	crew starts	19	14	12	18	20	21	21	125
	crews delayed	10	5	5	4	4	9	5	42
Elkhart	crew starts	42	39	38	33	31	38	43	264
	crews delayed	17	14	13	11	7	7	15	84
Harrisburg	crew starts	57	47	45	37	51	63	55	355
	crews delayed	13	12	17	8	12	20	14	96
Toledo	crew starts	59	61	48	39	53	54	53	367
	crews delayed	14	12	9	9	13	16	7	80

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

NS Northern Region Daily Crew Availability Percentage

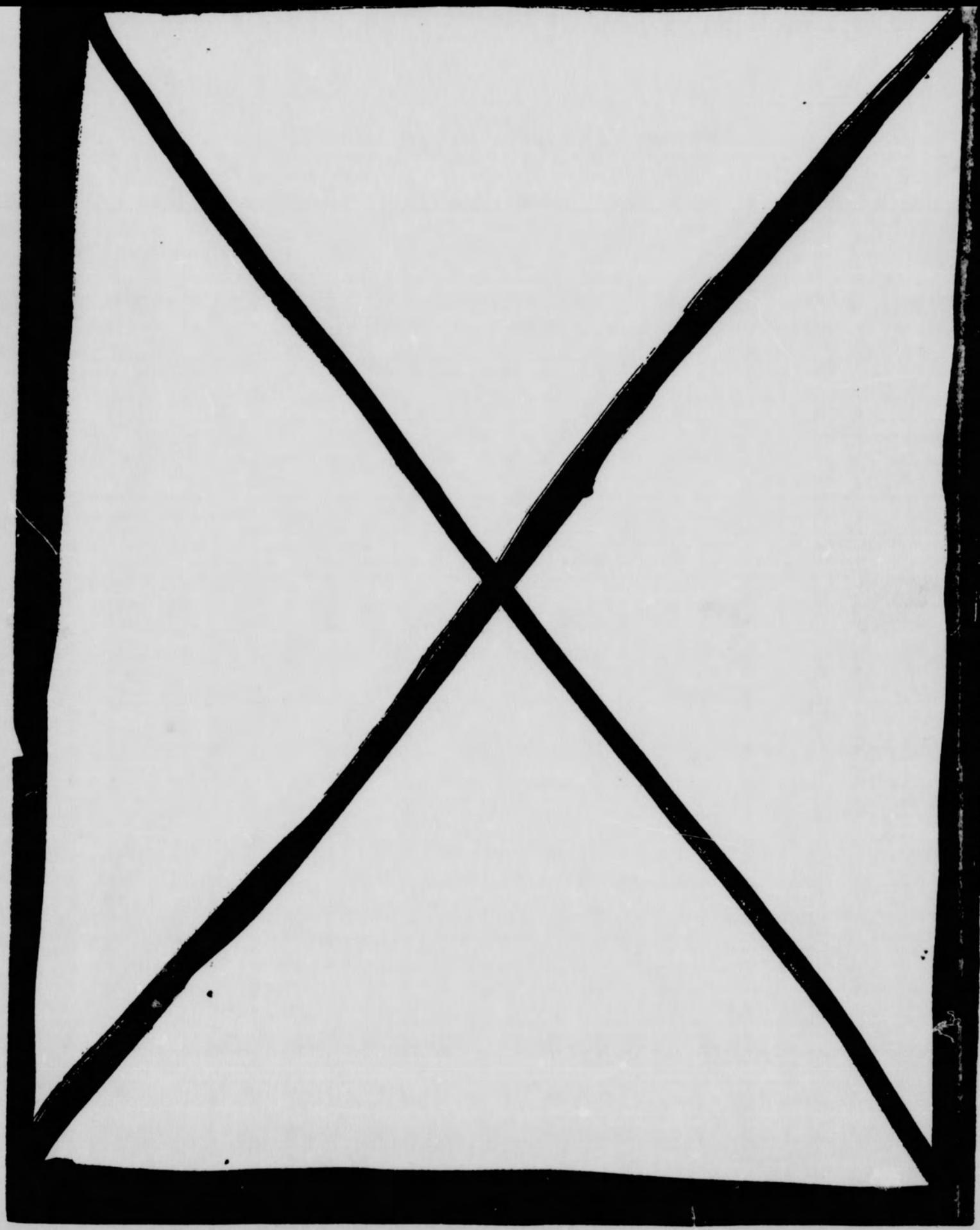
	Saturday 27-May	Sunday 28-May	Monday 29-May	Tuesday 30-May	Wednesday 31-May	Thursday 1-Jun	Friday 2-Jun	average
availability%	78%	76%	78%	81%	81%	81%	78%	79%

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

NS Northern Region Crew Starts and Recrews

	Saturday 27-May	Sunday 28-May	Monday 29-May	Tuesday 30-May	Wednesday 31-May	Thursday 1-Jun	Friday 2-Jun	Grand Total
crew starts	362	321	261	248	323	357	342	2214
recrews	8	10	7	3	6	9	12	55

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



SURFACE TRANSPORTATION BOARD

Memorandum

98934

DATE: June 7, 2000

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

ENTERED
Office of the Secretary
JUN 08 2000
Part of
Public Record

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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

500 Water Street (J215)
Jacksonville, FL 32202
(904) 366-4092
FAX: (904) 359-2263

R.J. Haulter
Assistant Vice President-Integration Planning

May 31, 2000

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:

Note: Italicized information indicates a change or update from the last report. Also please note that this month we are adding a table of Noteworthy Engineering Projects that, while in some cases are unrelated to the Conrail integration, are relevant to CSXT's ongoing efforts to maintain and enhance our service capabilities or otherwise may be of interest to the Board.

Please contact Bob Haulter, Assistant Vice President-Integration Planning at CSX Transportation (E-mail: Bob_Haulter@csx.com) 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,

Bob Haulter

cys: Peter J. Shudtz, Vice President
Law & General Counsel

Paul R. Hitchcock - J150
Senior Counsel

CSX TRANSPORTATION, INC.
STB OPERATIONAL MONITORING REPORT
As of May 31, 2000

Table of Contents

The reports are presented in the following order:

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

STB OPERATIONAL MONITORING REPORT
As of May 31, 2000

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 May 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location	Project	Status	Expected Completion Date
1) Greenwich, Ohio to Pine Junction, Indiana	Construct 2nd main track with TCS on B&O including connections.	Complete	4Q 98
2) Quaker to Greenwich, Ohio	Construction by Conrail of 2nd 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) Underway	***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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Infrastructure Maintenance and Expansion Report

CSXT has completed all scheduled construction and other capital projects that we originally identified as being necessary to initially integrate the acquired Conrail lines into the CSXT network (with the exception of the Philadelphia Intermodal Expansions anticipated to be completed in the fourth quarter of 2000). Further projects to improve integration of the former Conrail lines with the CSXT system will be progressed in the future, as they are identified and appear to be needed and cost-justified. In this report, and in later reports, we will be supplementing the Construction and Other Capital Projects section with a discussion of other noteworthy activity related to the maintenance and expansion of the CSXT rail system unrelated to Conrail integration activities, as well as future Conrail integration projects as they may develop.

CSXT continues to address capacity limitations on heavy corridors. ***As noted last month***, ***we have begun*** track construction on three siding capacity projects in Wadley, Coosa Pines, and Franklin, Alabama ***and this work continued through May***. These projects are all designed to improve capacity on the Nashville – Atlanta – Florida corridor where traffic has strained the line's capacity. The primary benefits will be seen in enhanced reliability of transit times, particularly for the intermodal trains in this corridor. ***In May, we began construction on a new passing siding at Galloway, TN on the Memphis subdivision.***

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

	Location	Project	Under Construction	Estimated Completion
1)	Alexendria, VA	AF Interlocking reconstruction (VRE project)	N	06/01/01
2)	Aliquippa, PA	Consturct 2 industry support tracks	N	06/30/00
3)	Baltimore, MD (Bay View YD)	Add crossover BA Tower	N	09/01/00
4)	Chicago, IL	Barr SD – TCS – Phase II	Y	12/31/00
5)	Chicago, IL	Construct 59th Street North Lead	Y	06/30/00
6)	Chicago, IL	Construct storage tracks & 3rd Main at Barr Yard	Y	12/31/00
7)	Chicago, IL	TCS Blue Island SD to 75th Street	Y	03/31/01
8)	Cleveland, OH	Construct mainline fueling facility at Collinwood Yard	Y	08/30/00
9)	Columbus, OH	Scioto Interlocking w/NS (ODOT project)	N	10/31/00
10)	Coosa Pines, AL	Construct new 11,200' passing siding	Y	07/31/00
11)	East Cleveland, OH	Noise berms, landscaping	Y	06/30/00
12)	East Fostoria, OH	Extend yard/connection lead	Y	Deferred
13)	Erie, PA	NS relocation project	N	Pending
14)	Erie, PA	Replace CSXT bridge decks over B&LE (CSXT work relating to NS relocation project)	N	12/31/00
15)	Fall River, MA	MBTA replacement of 4 undergrade bridges	Y	07/31/00

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'	N	09/30/00
17) Franklin, AL	Construct new 11,200' passing siding	Y	07/31/00
18) Frederick, MD	MARC project	Y	03/31/01
19) Ft. Lauderdale, FL	Construct 45 miles of 2nd main for TriRail	N	Pending
20) Gallaway, TN	Build siding with 10,000' in clear	N	09/30/00
21) Garrett, IN	Construct Randolph St. underpass	Y	08/30/00
22) Gibraltar, MI	Construct crossover between CSXT and CN	Y	09/30/00
23) Greenwood, SC	Construct double-track to Salak	N	09/29/00
24) Hopkinsville, KY	Install turnouts/signals for new Ft. Campbell lead wye	N	06/30/01
25) Keystone, SC	(Sandpatch to Rockwood, PA)-Upgrade #10 crossovers to power #15's and TCS	N	09/30/00
26) Lacon to Holmes Gap, AL	Add 8 miles of 2nd main MP 328-MMP336	N	03/30/01
27) Lima, OH	Conrail connection track improvements	Y	05/30/00
28) Louisville, KY	Link Highway Track to Highland Park #2	Y	06/15/00

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	N	12/31/01
30) McDaniel, TN	Siding extension to 10,000' clear	Y	08/15/00
31) New Boston, MI	Parking lot expansion	Y	06/30/00
32) Philadelphia, PA	Greenwich Yard Phase I rehabilitation	Y	06/30/00
33) Philadelphia, PA	Greenwich Yard Phase II expansion	N	12/21/00
34) Teaneck, NJ	Construct siding CP7-CP10	Y	03/31/00
35) Union City, GA	Construct connection track	Y	04/15/00
36) Union City-Tilford, GA	Clearance improvement project	Y	03/15/00
37) W. Baltimore, MD	Convert #10 HTEL to Power #15	N	09/30/00
38) Wadley, AL	Extend passing siding to 10,000' clear	Y	07/31/00
39) Youngstown, OH	Construct Ashtabula Connection for 140 car capacity	Y	07/15/00

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	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. CSX and NS will work with all affected customers and EDI vendors to develop migration plans	Systems testing in process and on schedule A joint letter was distributed to current Conrail customers Existing and new Conrail Electronic Commerce customers have been contacted by CSX in separate mailings Electronic Commerce Certification of Conrail customers acquired by CSX is in progress. Planned customer conversions to CSX Electronic Commerce tools are complete. All EC is complete	All customers will be provided adequate systems documentation and a detailed description of any changes to their current Conrail-provided electronic services All customers targeted for conversion to CSX electronic commerce tools have received information regarding the changes. All customer training and customer conversions are complete.

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Operations Personnel Crew Management	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. 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.	Systems development in process and on schedule. The TECS desk roll-out is still on schedule. All desks have been cut Over to TECS. Paperless payroll training was completed Dec. 10,1999 Crew Callers have been moved from Dearborn to Jacksonville – Crew Management is complete.	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. Training sessions have been completed.
Transportation Car Management and Movement	Field personnel will continue using Conrail application systems supporting yard inventory, train consisting and work orders after Day 1. Disposition and management of empty cars will occur in Jacksonville using CSX systems after Day 1 to ensure coordinated system wide transportation operations. Customers on the acquired territory will continue to order empty cars and obtain information on order status as they do today. CSX systems will be rolled-out to the acquired Conrail territory in 4 phases after Day 1.	Systems development in process and on schedule. Toledo Stanley Yard was cut-over to CSX systems July 27th. Chunk 1 Field Rollout including Indianapolis was successfully cut-over on Oct 11. Chunk 2 including Cleveland, Collinwood and Columbus, Ohio was successfully cut-over on January 10. Chunk 3 including Buffalo & Syracuse was successfully cut over on March 13, 2000. ***Chunk 4 including Selkirk & W. Springfield was successfully cutover on May 8, 2000***	***Training sessions have been completed***

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Locomotive Management	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. 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.	Implementation was completed June 1st. Dual entry into Conrail LDS was discontinued June 15th. The locomotive management of the acquired territory was transitioned to the Kenneth Dufford Center in Jacksonville, FL on July 12, 1999. Locomotive Management is Complete.	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.

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Train Dispatching	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. 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. 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.	Systems development has been completed and implementation is proceeding on schedule. Phase 1 realignments : Albany, Indianapolis & Philadelphia complete. Dearborn Division started. Dearborn will be complete Mid-August 1999. Phase 2 realignments: Two dispatcher desks moved from Indianapolis to Dearborn on 7/27/99. Phase 2 projected to be completed with CSAO dispatcher move from Dearborn to Mt. Laurel on 8/10/99. All phases of the Train Dispatcher Realignment Project have been completed. Implementing agreements are now in place. Train Dispatching is complete.	Dispatchers will be trained on their new territory using the current processes in place at Conrail.

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 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.

This last cutover completes the training initiatives for this project.

Maquiling B. Parkerson
Attorney

(757) 533-4939
fax (757) 533-4872
E-mail: maqui.parkerson@nscorp.com

June 7, 2000

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 May 31, 2000. The Construction and Other Capital Projects Section of this report includes an update on the construction at NS's new intermodal terminal at Harrisburg (Rutherford), PA. NS completed construction of the rail yard portion of the facility and began routing trains through the yard earlier this week. This new transfer yard is expected to greatly improve NS's ability to offer new and improved services intermodal in many lanes. Grading and paving at the facility currently are in progress and NS expects to fully begin intermodal operations at the terminal during the third quarter of this year.

Please let me know if you need any further information.

Sincerely,

Enclosure

Norfolk Southern Corporation
STB Operational Monitoring Report

As of May 31, 2000

Note: Bold print indicates changes from previous report.
* To be disclosed under a different cover or in a later report.

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.

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Alexandria	IN	Construct track connection	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Allentown -	PA	Traffic Control System	Signal	Design	In progress
Reading	PA	Estimated Completion Date: 4Q01		Const	
Angola	NY	Upgrade existing siding, construct new siding	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Ashtabula	OH	Construct connection track	Track	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
			Signal	Const	Complete
Attica	IN	Extend siding 4, 580 track feet	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Boundbrook	NJ	Extend siding 15,000 track feet	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Bristol	VA	Extend siding 14,255 track feet	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Bucyrus	OH	Construct track connection	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Buffalo -	NY	Traffic control system and remove pole line.	Signal	Design	Complete
Cleveland	OH	Estimated Completion Date: Complete		Const	Complete
Buffalo	NY	Rehabilitate tracks in sub-leased BPRR yard	Track	Const	Complete
		Estimated Completion Date: Complete			

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Buffalo	NY	Construct connection to BPRR yard	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Buffalo	NY	Reconstruct portion of Bison Yard	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Butler	IN	Construct track connection	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Chicago	IL	Expand and improve 47th St Yard	Track	Design	**Complete**
		Intermodal Terminal		Grade/Pave	In progress
		Estimated Completion Date: 3Q00			
Cloggsville	OH	Track Rehabilitation	Track	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
Cloggsville	OH	Construct second main	Track	Design	Complete
		Estimated Completion Date: 4Q00		Grading	In progress
				Const	In progress
			Bridge	Design	Complete
				Const	In progress
			Signal	Design	Complete
				Const	In progress
Columbus	OH	Construct track connection	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Crockett	VA	Construct 9,100 foot new siding	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Croxton	NJ	Expand and improve intermodal terminal	Track	Design	Complete
		Estimated Completion Date: Complete		Grade/Pave	Complete
E-Rail	NJ	Expand and improve intermodal terminal	Track	Design	In progress
		Estimated Completion Date: 2Q01		Grade/Pave	
Erie	PA	Erie Track Realign Project	Track	Design	In progress
		Estimated Completion Date: 3Q01		Grading	
				Const	
			Signal	Design	Complete
				Const	

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Hadley Jct	IN	Double tracking	Track	Design	Project being defined.
(Ft Wayne)		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Hagerstown Sec	PA	Construct siding	Track	Design	Complete
(Greencastle)		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Hagerstown Sec	PA	Traffic Control	Signal	Design	**Complete**
		Estimated Completion Date: 4Q00		Const	**In progress**
Harrisburg	PA	Construct double track	Land		In progress
		Estimated Completion Date: 4Q00	Track	Design	Complete
				Grading	
				Const	
			Signal	Design	Complete
				Const	In progress
Harrisburg	PA	Construct intermodal terminal	Track	Design	Complete
(Rutherford)		Estimated Completion Date: 3Q00		Grade/Pave	In progress
Harrisburg -	PA	Traffic Control System and remove pole line	Signal	Design	Complete
Reading	PA	Estimated Completion Date: 4Q00		Const	In progress
KD Tower -	KY	Extending double track 40,120 feet	Track	Design	Complete
Cumberland Falls	KY	Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Knoxville -	TN	Double Stack Clearances	Track	Design	Complete
Chattanooga	TN	Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Oak Harbor	OH	Construct track connection	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Pattenburg	NJ	Clearance-9 Bridges	Bridge	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
Pattenburg	NJ	Siding Extensions	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Pattenburg	NJ	Tunnel Clearance	Bridge	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
Philadelphia	PA	Construct crossover - Zoo	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Piney Flats	TN	Extend siding 6,610 feet	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Port Reading	NJ	Chemical Coast Clearance Projects	Track	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
				Const	Complete
Kader	TN	Extend siding 5,189 feet	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Reading -	PA	Traffic Control System and remove pole line	Signal	Design	Complete
Philadelphia	PA	Estimated Completion Date: 4Q01		Const	
Riverton Jct -	VA	Clearance projects	Bridge	Design	Complete
Roanoke	VA	Estimated Completion Date: Complete		Const	Complete
Sandusky	OH	Construct Triple Crown Terminal	Track	Design	Complete
(Bellevue)		Estimated Completion Date: Complete		Grade/Pave	Complete
			Building	Const	Complete
Sandusky-	OH	Double Track: S 13.60 - S 26.00	Track	Design	Complete
Columbus		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Sandusky-Columbus	OH	Double Track: S 78.10 - S 88.40 Estimated Completion Date: 4Q00	Land Track	 Design Grading Const	In progress Complete
			Signal	Design Const	In progress
Sandusky-Columbus	OH	Double Track: S 88.30 - S 95.60 Estimated Completion Date: 2Q00	Land Track	 Design Grading Const	In progress Complete Complete In progress
			Signal	Design Const	Complete Complete
Sidney	IL	Construct track connection Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Sido	MO	Double tracking 36,458 track feet Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Sloan	IL	Extend siding 5,027 track feet Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Southern Tier	NY	Southern Tier Rehabilitation Estimated Completion Date: Undetermined	Track Bridge	Const Design Const	Project being defined. In progress
St. Louis (Mitchell)	MO	Expand Mitchell Triple Crown Terminal Estimated Completion Date: Complete	Track	Design Grade/Pave	Complete Complete
			Signal	Design Const	Complete Complete
Toledo	OH	Intermodal Terminal Estimated Completion Date: Undetermined	Track	Design Grade/Pave	Project being defined.
Tolono	IL	Track Connection **Estimated Completion Date: Complete**	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete **Complete**

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Vermillion	OH	Track Connection	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Wabash	IN	Construct connection track	Track	Const	Complete
		Estimated Completion Date: Complete	Signal	Design	Complete
				Const	Complete

Note: 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.

INFORMATION TECHNOLOGY

Systems and Personnel Training

Operating Area	Project	Status
TRANSPORTATION		
Car Management and Movement	Systems – Multiple projects	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
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	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
	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	Implementation Complete.
	Personnel Training	
	Prepare training materials; conduct pilot sessions	Complete
	Trainer orientation	Complete
	Train employees at 8 Conrail locations	Complete

INFORMATION TECHNOLOGY

Operating Area	Project	Status
OPERATIONS PERSONNEL		
Crew Management	Systems	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
	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.
Note: The Board has asked NS to report on any IT efforts relative to the Southern Tier and the Buffalo area. Although there are no initiatives tailored to a specific area, NS is putting particular emphasis on IT issues systemwide and continues to address them with the rollout of the Thoroughbred Yard Enterprise System and the Train Information System, continued monitoring and refining of the NS data system's interaction with the Shared Assets Area systems, and daily monitoring of information quality. These efforts will improve service throughout the NS network, including of course the Southern Tier and the Buffalo area.

CUSTOMER SERVICE

Transition Process

Transition team members for NS in Philadelphia working in Customer Service were released at the end of February. Call volumes have leveled off as general service levels improve and remain at the approximate levels originally projected. 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.

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.

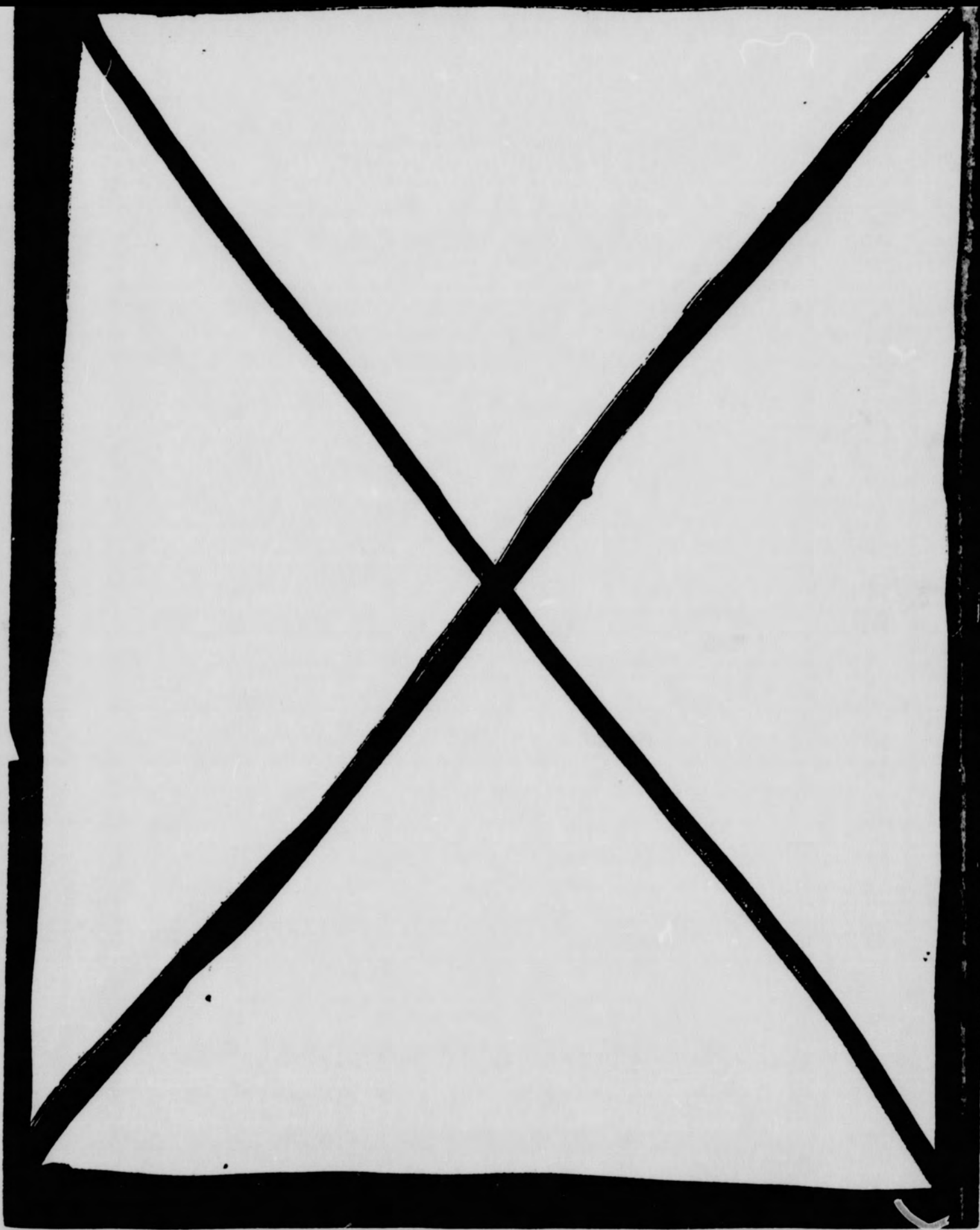
Customer Awareness

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 5-19-00 D 198710

198710

SURFACE TRANSPORTATION BOARD

Memorandum

DATE: May 19, 2000

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 one copy of correspondence relating to the public data files provided to this office weekly by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. If there are any questions, please don't hesitate to contact me or Jim Greene.

Attachments

cc: Richard Armstrong
Ron Douglas
Charles Renninger

Surface Transportation Board
Washington, D.C. 20423-0001

May 19, 2000

Office of Compliance and Enforcement
1925 K Street, N.W., Suite 780
Washington, DC 20423-0001

202-565-1573
FAX 202-565-9011

George A. Aspatore, General Solicitor
Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

Dear Mr. Aspatore:

This letter will confirm our discussions, and the May 10th request of Fred Ehlers, regarding the continuing need to file certain operational monitoring data required under Finance Docket No. 33388, Decision No. 89, and involving the implementation of the Conrail acquisition. Specifically, Mr. Ehlers requested the discontinuance of a weekly reporting requirement addressing the number of sidings and multiple main lines on the former Conrail that are blocked by trains for other than normal operating purposes, which we instituted July 2, 1999.

As you know, my responsibilities to oversee operational monitoring require me to assess the operating conditions, the current level of reporting and the need for additional information, and to impose, to the degree I believe is necessary, additional data requirements. Similarly, I must consider whether a current data element is indicative or reflective of operating conditions and thereby remains useful. After reviewing your request, it is my judgement that the number of blocked sidings and main lines being reported has dropped to such a low level that it is no longer indicative of other that normal operating conditions; and that, based on the fact that this data must be collected manually, any further requirement for the collection of this data would be an inappropriate use of railroad resources. Therefore, effective with the report for the week ending May 26, 2000, I will discontinue the blocked sidings and multiple main line reporting element.

A discussion of the elimination of the reporting described above should be included in your weekly cover letter transmitting the required information. I will place your letter and my response in the official docket. Please contact me immediately if there are any questions related to this action.

Sincerely,

Melvin F. Clemens, Jr.
Director

cc: Chairman Morgan
Vice Chairman Burkes
Commissioner Clyburn

NORFOLK SOUTHERN

Norfolk Southern Corporation
Transportation Department
185 Spring Street, S.W.
Atlanta, Georgia 30303
FAX: 404 527-1806

F. M. Ehlers
Director Transportation Planning
404 529-2289

May 10, 2000

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

Dear Mr. Clemens,

As you are aware, since July 2, 1999, Norfolk Southern and CSXT have furnished to the Surface Transportation Board (STB) weekly public reports on "Blocked Sidings and Multiple Main Lines". This report represents the count of sidings and multiple main lines, on the former Conrail territory (Northern Region), that are occupied by trains for other than normal operating reasons.

Since the forth quarter of 1999, occurrences of this event have become nearly non-existent on Norfolk Southern's Northern Region. For the eight-week period ending April 8, 2000, Norfolk Southern averaged 0.33 sidings or main lines blocked a day on the entire region. Despite the low number, we will continue to gather this information on a divisional and regional basis to aid in the management of the territory.

In addition, CSXT will be retiring the system (TMS) that is used as the source of their reports, forcing the implementation of a manual process.

For these reasons, Norfolk Southern would like to request, with CSXT, the discontinuance of the weekly "Blocked Sidings and Multiple Main Lines" report.

Sincerely,

Fred M. Ehlers

Surface Transportation Board
Washington, D.C. 20423-0001

May 19, 2000

Office of Compliance and Enforcement
1925 K Street, N.W., Suite 780
Washington, DC 20423-0001

202-565-1573
FAX 202-565-9011

T. J. Stephenson, Assistant Vice President
Service Measurements
CSX Transportation, Inc.
500 Water Street (J407)
Jacksonville, FL 32202

Dear Mr. Stephenson:

This letter will confirm our discussions and your May 10th request regarding the continuing need to file certain operational monitoring data required under Finance Docket No. 33388, Decision No. 89, and involving the implementation of the Conrail acquisition. Specifically, you have requested the discontinuance of a weekly reporting requirement addressing the number of sidings and multiple main lines on the former Conrail that are blocked by trains for other than normal operating purposes, which was instituted July 2, 1999.

As you know, my responsibilities to oversee operational monitoring require me to assess the operating conditions, the current level of reporting and the need for additional information, and to impose, to the degree I believe is necessary, additional data requirements. Similarly, I must consider whether a current data element is indicative or reflective of operating conditions and thereby remains useful. After reviewing your request, it is my judgement that the number of blocked sidings and main lines being reported has dropped to such a low level that it is no longer indicative of other that normal operating conditions; and that, based on the fact that this data must be collected manually, any further requirement for the collection of this data would be an inappropriate use of railroad resources. Therefore, effective with the report for the week ending May 26, 2000, I will discontinue the blocked sidings and multiple main line reporting element.

A discussion of the elimination of the reporting described above should be included in your weekly cover letter transmitting the required information. I will place your letter and my response in the official docket. Please contact me immediately if there are any questions related to this action.

Sincerely,

Melvin F. Clemens, Jr.
Director

cc: Chairman Morgan
Vice Chairman Burkes
Commissioner Clyburn

CSX TRANSPORTATION

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

T. J. Stephenson
Assistant Vice President -
Service Measurements

May 10, 2000

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

Dear Mr. Clemens:

Since July 2, 1999, CSXT has furnished to the Surface Transportation Board (STB) via the weekly STB public report the "CSXT Blocked Sidings or Multiple Main Lines" report. This is a count of sidings and multiple main lines on the former Conrail territory (Northern Region) that are occupied by trains (with or without crews) or used for other than normal operating reasons.

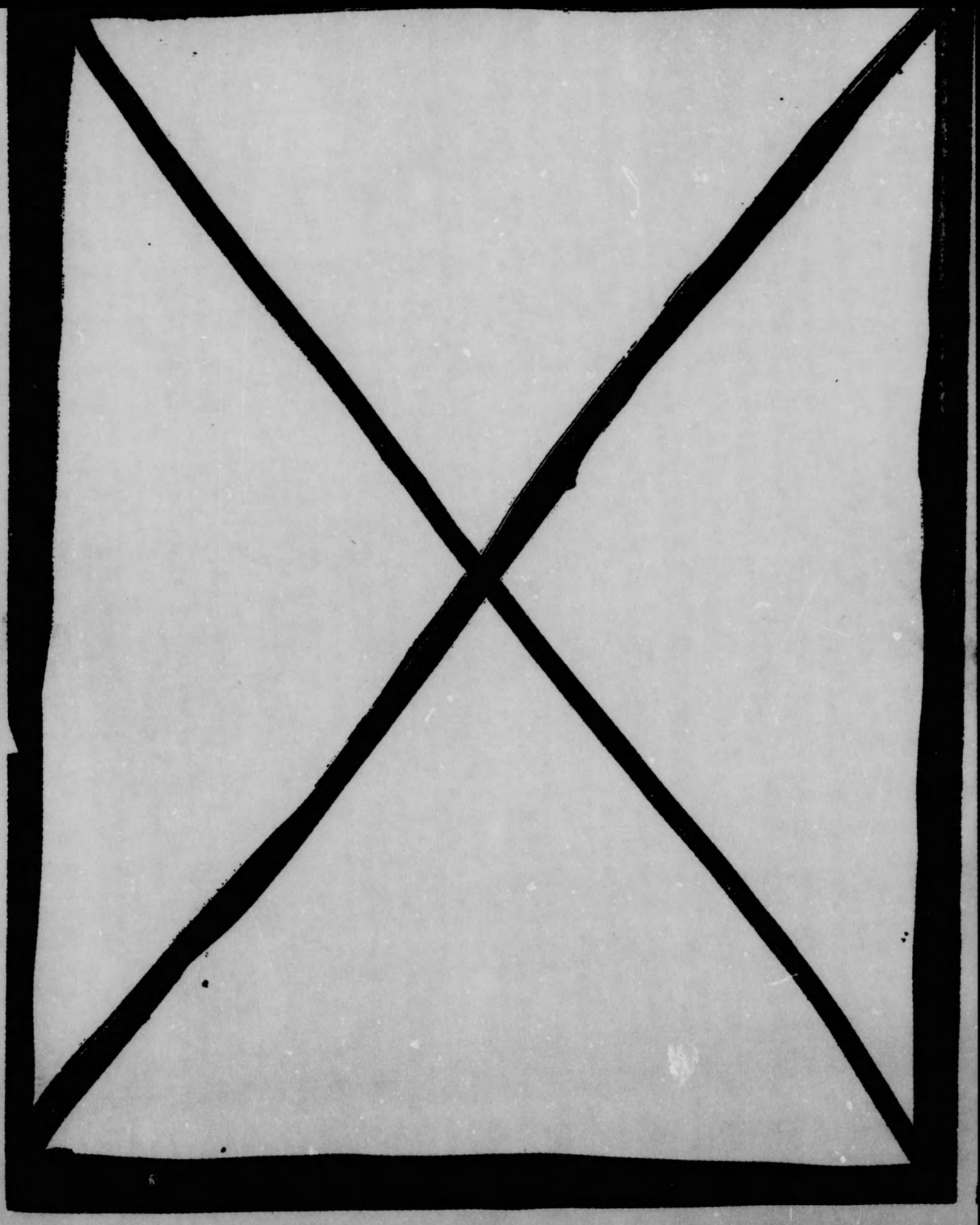
We have found the Board-reported measures of train velocity, terminal dwell, cars on-hand, and cars-on-line to be excellent indicators of fluidity. The blocked sidings number, although anticipated as a separate dimension of fluidity, has failed to add additional insight to those listed above. The small numbers involved (averaging less than 7 per week for the last 11 weeks) makes each one an individual case study which can be addressed in isolation. We have seen no significant recent trends in our data in regards to this measurement. In fact, we have found some events reported as blockages actually are normal uses of the railroad's facilities, such as crew changes.

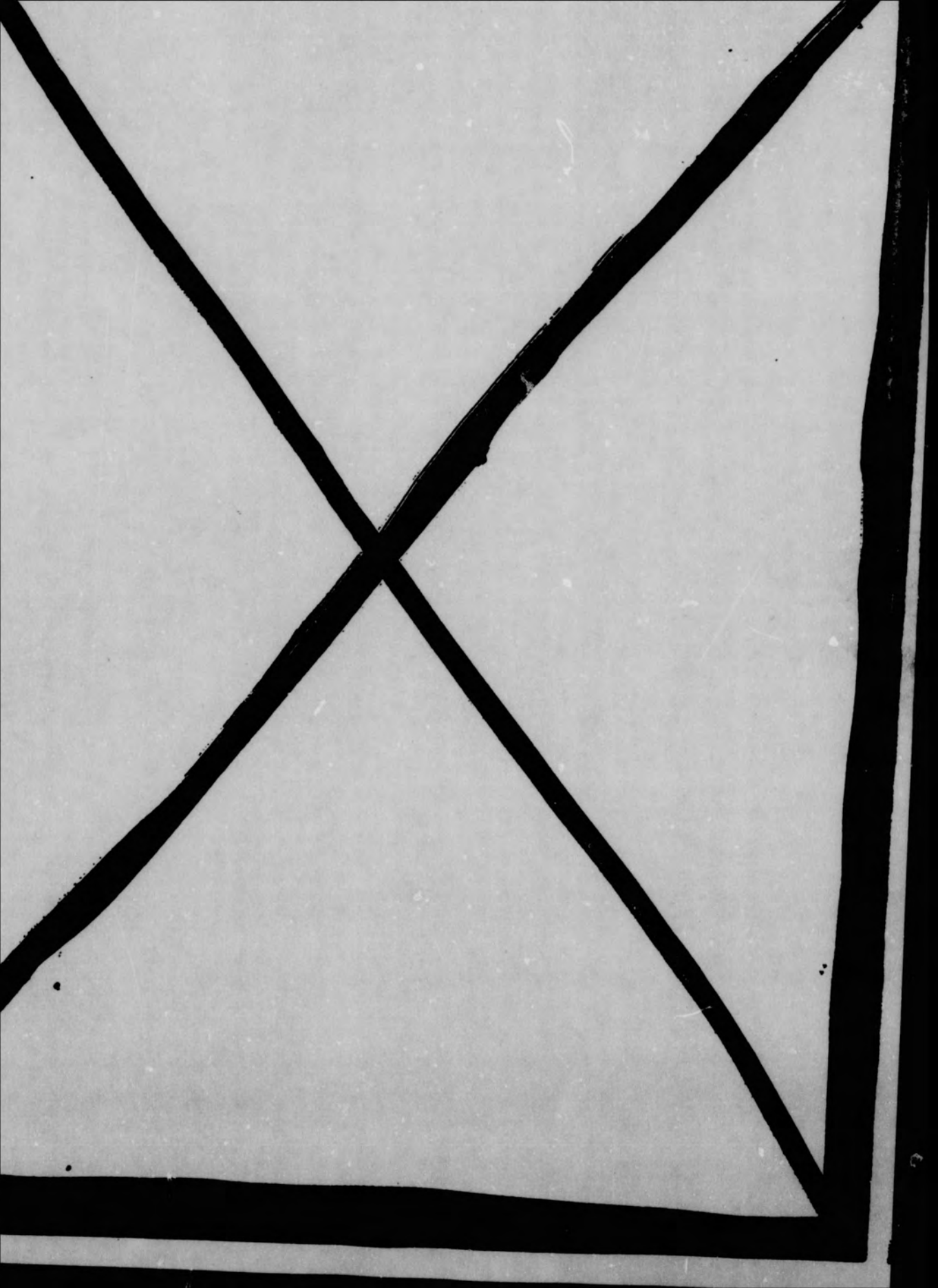
CSXT has been using the Conrail Transportation Management System (TMS) as its data source for the manual compilation of this number. The Conrail system presented the necessary data in a format that made the process easier compared to what would be required to use the CSX system. However, on Monday, May 8th, the CSXT connection to the Conrail TMS system was shut down permanently. While the additional burden is not excessive, it does require at least twice the expenditure of operating management time each week, and is more susceptible to human error than other more automated measurements.

For these reasons, CSXT respectfully requests the discontinuance of the count of blocked sidings and multiple main lines that currently appear on the public STB report.

Sincerely,

T. J. Stephenson
CSXT





STB FD-33388 5-18-00 D 198710

SURFACE TRANSPORTATION BOARD

Memorandum

198710

DATE: May 18, 2000

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

D

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

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

Attachments

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

CSX TRANSPORTATION

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

T. J. Stephenson
Assistant Vice President -
Service Measurements

May 17, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, May 12th.

This week showed improvement in cars on-line, while system velocity and terminal dwell moved slightly unfavorable. Average daily total cars on line decreased over a thousand cars, from 266,964 to 265,812. Terminal dwell was up slightly from 30.5 to 30.9 hours. Overall train velocity decreased from 17.5 to 17.3 miles-per-hour.

In examining the data CSXT provides the STB, Conrail Transaction Council, and the AAR, we would offer the following observations and interpretations:

Chicago Gateway Operations

Chicago gateway operations continue to yield regular performance deliveries to western carriers, but congestion over the railroad leading in to the gateway contributed to a decline in performance. The on-time delivery performance measure moved unfavorable by seven percentage points this reporting week.

Yards and Terminals

Car volume continued to be strong, and overall dwell hours increased slightly across the network. System dwell hours were up from 29.3 to 30.0 hours compared to the prior week. Only three of the 14 terminals showed an improvement in terminal dwell.

Corridor Performance

None of the six corridors showed an improvement from the prior week. The best train performance during this week was the East St. Louis to Northeast corridor. Second place belonged to Chicago to Northeast corridor. Overall, the on-time-to-two-hours-late category moved unfavorable, down 13 percentage points from the prior week. The percent of trains in the greater-than-six-hours-late category moved unfavorable as well, increasing by eight percentage points.

Shared Areas

Daily average on hand cars decreased at Oak Island and Pavonia and increased slightly at North Yard. Oak Island's comparatively low counts reflect a reduction in volume of originated traffic awaiting departure. This is echoed by the improvement in outbound road elapsed time at Oak Island this week. All volume counts were within the expected norms. Overall terminal dwell time was 27.2 hours, down slightly from last week's 28.4. The chief drivers of performance were slight decreases in elapsed time for all traffic at Oak Island and outbound road traffic at Pavonia. Road train delays for crew and power decreased over the prior week. For the week, there were a total of 30 trains delayed for CSXT and NS: 12 for crew, 7 for power, and 11 for late arrivals.

Additional Measurements

Train Delay Metric: For 812 train starts, Train Delay totaled 295 hours for Power and 214 hours for Crew. Train starts were down slightly, while Power delays were up. Crew delays remained relatively unchanged from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 27.8% for the week, a slight increase from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 82%, up one percentage point from the prior week. Crew availability remains at a very healthy level and the number of crews assigned and available at each supply point is generally adequate and stable.

Daily Number of Recrews Required: Of 2003 crew starts, 83 (4%) were recrews, which is a down one percentage point over the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train for Detroit and South Jersey, and three trains for North Jersey. All three locations remained constant from the prior week.

Locomotives: Gross Locomotives = 4353, Average Available = 3878, and Out-of-Service Ratio = 5.7%, up slightly from the prior week.

Cars Offered in Interchange: averaged 129 cars daily, of which 27 were allocated to Norfolk Southern. This was a favorable move in both categories from the prior week.

Blocked Sidings or Multiple Main Lines: totaled zero for the week, which is down from the prior week.

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 98% for 90 MARC trains (West Virginia – Washington). Amtrak delays were attributed to a curfew on the Keystone Subdivision resulting in congestion.

Buffalo Customer Service (Hot-Line): the customer service center received two hot-line calls seeking assistance in tracing cars. These requests were resolved without requiring further assistance.

When taken together, CSXT's weekly letters to the board illustrate post-integration trends. Planning for integration resulted in generally good performance during the first few months; however, workloads in some terminals required us to keep updating train plans. In the Fall, a number of factors, including Hurricane Floyd, taxed the system and performance declined. This continued until the Spring of 2000, when we began to see a noticeable improvement in most performance measures on the northern part of the network. Lately, the southern regions have also shown improvement.

The yard at Willard, Ohio, is a case study. Willard is on the main corridor between Chicago and the Northeast. After a tough post-integration period, Willard has become one of the top-performing terminals on the system. Since the start of the year, Willard has consistently been among the leaders in car dwell, averaging close to 25 hours, and in on-time originations, which have been above 90 percent for most of the year. Even more important, the terminal achieved those numbers while going injury free in all departments for the first four months of 2000. At the same time, the Willard team cut its yard derailments in half during the first quarter, compared with the same quarter in 1999, and finished April without a single human-factor derailment or run-through switch.

The efforts of the local people at Willard were assisted by a re-worked operating plan that changed Willard's role in the system. CSXT Service Design developed a new operating plan that shifted this yard's role from being primarily a block-swap yard to focusing on westbound classification work on the railroad's northern tier. The terminal is handling twice as much traffic as it did before the Conrail split, and by classifying westbound cars it has taken considerable pressure off of other major terminals, including Selkirk, Buffalo, and Cumberland.

We are encouraged by the progress in Willard and the other northern terminals. As the southern terminals work out of the recent traffic surge, we feel that CSXT is positioned for further positive trends in the measurements we report to you each week.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 05/12/00

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/08/00	Tuesday 05/09/00	Wednesday 05/10/00	Thursday 05/11/00	Friday 05/12/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	321	311	320	262	294
	Cars On Hand - Empty	296	266	296	333	354
	Cars On Hand - Total	617	577	616	595	648
	Cars Handled	519	500	409	311	506
	Dwell Hours	27.5	32.3	29.5	23.6	31.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	241	174	241	332	257
	Cars On Hand - Empty	379	257	378	289	420
	Cars On Hand - Total	620	431	619	621	677
	Cars Handled	547	287	450	277	608
	Dwell Hours	33.3	20.9	28.0	31.6	21.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	167	271	293	260	244
	Cars On Hand - Empty	177	218	144	139	109
	Cars On Hand - Total	344	489	437	399	353
	Cars Handled	217	307	251	282	371
	Dwell Hours	22.0	28.7	20.8	28.4	19.8

CSX Comments: Daily average on hand cars decreased at Oak Island and Pavonia and increased slightly at North Yard. Oak Island's comparatively low counts reflect a reduction in volume of originated traffic awaiting departure. This is echoed by the improvement in outbound road elapsed time at Oak Island this week. Overall terminal dwell time was 27.2 hours, down slightly from last week's 28.4. The chief drivers of performance were slight decreases in elapsed time for all traffic at Oak Island and outbound road traffic at Pavonia.

Surface Transportation Board

Performance Measures

For the week ending: 05/12/00

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/08/00	05/09/00	05/10/00	05/11/00	05/12/00
North Jersey SAA	Number of Originations	12	17	14	15	13
	% Ontime	25%	12%	0%	20%	8%
	% Late 0-2 Hours	33%	24%	36%	40%	15%
	% Late 2-4 Hours	17%	29%	36%	20%	31%
	% Late 4-6 Hours	0%	12%	0%	13%	31%
	% Late GT 6 Hours	25%	24%	29%	7%	15%
South Jersey SAA	Number of Originations	5	6	7	6	5
	% Ontime	40%	50%	43%	67%	60%
	% Late 0-2 Hours	20%	0%	0%	17%	0%
	% Late 2-4 Hours	40%	17%	29%	0%	20%
	% Late 4-6 Hours	0%	33%	14%	0%	0%
	% Late GT 6 Hours	0%	0%	14%	17%	20%
Detroit SAA	Number of Originations	7	7	10	6	5
	% Ontime	43%	29%	10%	17%	0%
	% Late 0-2 Hours	0%	29%	40%	67%	20%
	% Late 2-4 Hours	43%	14%	0%	0%	0%
	% Late 4-6 Hours	14%	29%	30%	0%	40%
	% Late GT 6 Hours	0%	0%	20%	17%	20%

CSX Comments: Road train delays for crew and power decreased over the prior week. Eleven originating trains were delayed due to late arrivals from the CSXT and/or NS.

Surface Transportation Board

Performance Measures

For the week ending: 05/12/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	05/08/00	05/09/00	05/10/00	05/11/00	05/12/00	Average
Cars Offered	NS	75	19	38	2	2	27
	All Other	102	140	95	90	82	102
	Total	177	159	133	92	84	129

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 Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	05/08/00	05/09/00	05/10/00	05/11/00	05/12/00	Total
Blocked	Sidings	0	0	0	0	0	0
	Multiple Main Lines	0	0	0	0	0	0
	Total	0	0	0	0	0	0

Measures blocked sidings or multiple main lines with or without crews for other than normal operating purposes on Conrail acquired territory only.

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	05/08/00	05/09/00	05/10/00	05/11/00	05/12/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	0%	50%	100%	30%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	94%	94%	100%	100%	98%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 05/12/00

CSXT Train Crew Delay

Terminal	Causes of Delay / Trains / Hours	Saturday 05/06/00	Sunday 05/07/00	Monday 05/08/00	Tuesday 05/09/00	Wednesday 05/10/00	Thursday 05/11/00	Friday 05/12/00	Weekly Total
Baltimore	Train Crew Starts	16	17	13	11	15	9	14	95
	Crews Delayed +2 Hours	10	13	9	8	9	6	7	62
	% Delayed +2 Hours	63%	76%	69%	73%	60%	67%	50%	65%
Buffalo	Train Crew Starts	44	41	34	42	40	40	43	284
	Crews Delayed +2 Hours	8	6	10	4	5	11	3	47
	% Delayed +2 Hours	18%	15%	29%	10%	13%	28%	7%	17%
Chicago	Train Crew Starts	24	28	27	22	24	24	21	170
	Crews Delayed +2 Hours	10	8	8	8	8	9	10	61
	% Delayed +2 Hours	42%	29%	30%	36%	33%	38%	48%	36%
Cincinnati	Train Crew Starts	33	34	34	36	36	35	38	246
	Crews Delayed +2 Hours	5	3	1	4	2	2	4	21
	% Delayed +2 Hours	15%	9%	3%	11%	6%	6%	11%	9%
Cleveland	Train Crew Starts	28	30	37	25	29	29	32	210
	Crews Delayed +2 Hours	6	10	9	7	11	10	12	65
	% Delayed +2 Hours	21%	33%	24%	28%	38%	34%	38%	31%
Cumberland	Train Crew Starts	32	24	29	26	19	31	32	193
	Crews Delayed +2 Hours	10	2	7	3	1	14	11	48
	% Delayed +2 Hours	31%	8%	24%	12%	5%	45%	34%	25%
Detroit	Train Crew Starts	3	6	7	4	7	7	5	39
	Crews Delayed +2 Hours	1	1	3	0	2	2	1	10
	% Delayed +2 Hours	33%	17%	43%	0%	29%	29%	20%	26%
Philadelphia	Train Crew Starts	9	4	7	7	6	5	8	46
	Crews Delayed +2 Hours	3	3	4	3	3	3	1	20
	% Delayed +2 Hours	33%	75%	57%	43%	50%	60%	13%	43%
Selkirk	Train Crew Starts	39	32	30	40	38	40	37	256
	Crews Delayed +2 Hours	17	14	7	16	16	17	12	99
	% Delayed +2 Hours	44%	44%	23%	40%	42%	43%	32%	39%
Toledo	Train Crew Starts	30	32	24	28	30	30	26	200
	Crews Delayed +2 Hours	4	8	4	13	13	9	8	59
	% Delayed +2 Hours	13%	25%	17%	46%	43%	30%	31%	30%
Willard	Train Crew Starts	46	35	39	36	38	39	43	276
	Crews Delayed +2 Hours	10	6	15	9	13	11	5	69
	% Delayed +2 Hours	22%	17%	38%	25%	34%	28%	12%	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

For the week ending: 05/12/00

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	05/06/00	05/07/00	05/08/00	05/09/00	05/10/00	05/11/00	05/12/00	Total
Train Delay	Originating Train Starts	103	110	114	118	119	117	131	812
	Delayed Hours - Power	27	33	48	16	84	57	30	295
	Delayed Hours - Crews	61	80	23	9	22	15	4	214

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	05/06/00	05/07/00	05/08/00	05/09/00	05/10/00	05/11/00	05/12/00	Average
Crew Availability	% Available	80%	79%	83%	85%	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	05/06/00	05/07/00	05/08/00	05/09/00	05/10/00	05/11/00	05/12/00	Total
Crews/Recrews	Train Crew Starts	289	270	267	289	293	307	288	2003
	Recrews	12	10	7	9	10	19	16	83
	% Recrewed	4%	4%	3%	3%	3%	6%	6%	4%

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

Surface Transportation Board

Performance Measures

For the week ending: 05/12/00

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	05/06/00	05/07/00	05/08/00	05/09/00	05/10/00	05/11/00	05/12/00	Average
Locomotives	Gross Fleet Size	4336	4337	4364	4345	4362	4358	4366	4353
	Avg. Number Available	3865	3861	3893	3883	3883	3876	3887	3878
	OOS Ratio	5.3	5.8	5.7	5.5	5.4	5.9	6.3	5.7

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	05/06/00	05/07/00	05/08/00	05/09/00	05/10/00	05/11/00	05/12/00	Average
Train Delay	Philadelphia/South Jersey	1	0	0	2	1	1	0	1
	North Jersey	3	0	2	7	3	2	3	3
	Detroit	2	1	0	1	0	1	0	1

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

May 17, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending May 12, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, 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.

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

May 17, 2000

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

Dear Mr. Clemens:

Norfolk Southern's operations resulted in performance metrics that were consistent with those from the prior week. The number of cars on line decreased; the average train speed decreased slightly; and the average terminal dwell increased marginally. On the monitored corridors and Chicago gateway operations, 71 trains were held for terminal congestion, 33 trains were held for crews, and 21 trains were held for power.

With respect to our customer service hotline in Buffalo, NS received two calls from the same party, one of which involved a matter related to our Buffalo operations. Both problems were resolved.

The performance metrics for the Shared Assets Areas also reflect consistent operations. Daily average on-hand car volumes decreased at Oak Island and increased slightly at North Yard and Pavonia. Overall average terminal dwell time decreased. Road train delays for crews and power decreased over the prior week: 12 trains were delayed for 69 hours for lack of crews and seven trains were delayed 93 hours awaiting power. Eleven originating trains were delayed for 150 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 87% of the train delay hours in the SAAs.

Sincerely,

NORFOLK SOUTHERN

For the week ending 5/12/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	5/8/00	850	177	167	344	217	22.0
	5/9/00	850	218	271	489	307	28.7
	5/10/00	850	144	393	537	251	20.8
	5/11/00	850	139	260	399	282	28.4
	5/12/00	850	109	244	353	371	19.8
North Yard MI Average		**850**	**157**	**267**	**424**	**286**	**23.9**
Oak Island NJ	5/8/00	1200	296	321	617	519	27.5
	5/9/00	1200	266	311	577	500	32.3
	5/10/00	1200	296	320	616	409	29.5
	5/11/00	1200	333	262	595	311	23.6
	5/12/00	1200	354	294	648	506	31.9
Oak Island NJ Average		**1200**	**309**	**302**	**611**	**449**	**29.4**
Pavonia NJ	5/8/00	900	379	241	620	547	33.3
	5/9/00	900	257	174	431	287	20.9
	5/10/00	900	378	241	619	450	28.0
	5/11/00	900	289	332	621	277	31.6
	5/12/00	900	420	257	677	608	21.2
Pavonia Average		**900**	**345**	**249**	**594**	**434**	**27.0**

NORFOLK SOUTHERN

For the week ending 5/12/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	8-May	7	43%	0%	43%	14%	0%
	9-May	7	29%	29%	14%	29%	0%
	10-May	10	10%	40%	0%	30%	20%
	11-May	6	17%	67%	0%	0%	17%
	12-May	5	0%	20%	20%	40%	20%
Detroit Total		35	20%	31%	14%	23%	11%
North Jersey Total	8-May	12	25%	33%	17%	0%	25%
	9-May	17	12%	24%	29%	12%	24%
	10-May	14	0%	36%	36%	0%	29%
	11-May	15	20%	40%	20%	13%	7%
	12-May	13	8%	15%	31%	31%	15%
North Jersey Total		71	13%	30%	27%	11%	20%
South Jersey Total	8-May	5	40%	20%	40%	0%	0%
	9-May	6	50%	0%	17%	33%	0%
	10-May	7	43%	0%	29%	14%	14%
	11-May	6	67%	17%	0%	0%	17%
	12-May	5	60%	0%	20%	0%	20%
South Jersey Total		29	52%	7%	21%	10%	10%
Grand Total		135	23%	25%	22%	14%	16%

NORFOLK SOUTHERN

For the week ending 5/12/00

Shared Asset Area Trains Held

area	Sat 06-May	Sun 07-May	Mon 08-May	Tue 09-May	Wed 10-May	Thu 11-May	Fri 12-May	Grand Total
North Jersey	3	0	2	7	3	2	3	20
South Jersey	1	0	0	2	1	1	0	5
Detroit	2	1	0	1	0	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.

NORFOLK SOUTHERN

NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	48	0	0	48
other	109	0	144	0	0	253
Total	**109**	**0**	**192**	**0**	**0**	**301**

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

NS Northern Region Train Starts and Delays

	Saturday 6-May	Sunday 7-May	Monday 8-May	Tuesday 9-May	Wednesday 10-May	Thursday 11-May	Friday 12-May	Grand Total
# of Train Starts	169	134	142	165	169	168	178	1125
Delay Cause								
Crew Delays (hrs)	5.9	0.0	0.0	5.8	3.5	0.0	0.0	15.2
Power Delays (hrs)	11.8	0.0	0.0	51.5	30.5	18.0	8.0	119.8

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

track	Monday 8-May	Tuesday 9-May	Wednesday 10-May	Thursday 11-May	Friday 12-May	total
Multiple Main	0	0	0	0	0	0
Siding	1	0	0	0	0	1
Grand Total	**1**	**0**	**0**	**0**	**0**	**1**

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

Locomotive Fleet Statistics

	Saturday 6-May	Sunday 7-May	Monday 8-May	Tuesday 9-May	Wednesday 10-May	Thursday 11-May	Friday 12-May	average
Fleet Size	3518	3556	3546	3538	3544	3546	3536	3541
available	3323	3361	3352	3362	3349	3354	3355	3351
out of service %	5.5%	5.5%	5.5%	5.0%	5.5%	5.4%	5.1%	5.4%

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

NORFOLK SOUTHERN

NS Crew Starts and Delays

		Saturday 6-May	Sunday 7-May	Monday 8-May	Tuesday 9-May	Wednesday 10-May	Thursday 11-May	Friday 12-May	Grand Total
Allentown	crew starts	13	14	17	19	16	18	15	112
	crews delayed	4	6	5	4	6	8	5	38
Bellevue	crew starts	35	40	36	44	42	39	42	278
	crews delayed	17	14	18	20	19	17	17	122
Buffalo	crew starts	23	22	30	25	28	31	30	189
	crews delayed	8	6	13	8	7	7	9	58
Chicago	crew starts	35	35	28	30	38	35	34	235
	crews delayed	17	14	8	13	15	12	14	93
Cincinnati	crew starts	41	35	38	39	37	40	34	264
	crews delayed	8	8	10	11	5	12	10	64
Cleveland	crew starts	16	15	17	20	12	19	18	117
	crews delayed	4	4	4	3	4	7	7	33
Conway	crew starts	58	48	46	45	59	52	62	370
	crews delayed	12	11	17	15	18	14	19	106
Detroit	crew starts	21	17	18	22	22	22	22	144
	crews delayed	8	6	5	10	13	8	11	61
Elkhart	crew starts	43	39	33	30	37	40	42	264
	crews delayed	13	12	11	11	12	14	16	89
Harrisburg	crew starts	58	51	43	55	64	61	55	387
	crews delayed	20	16	15	28	32	18	18	147
Toledo	crew starts	67	47	48	49	51	59	65	386
	crews delayed	13	6	6	11	21	15	10	82

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

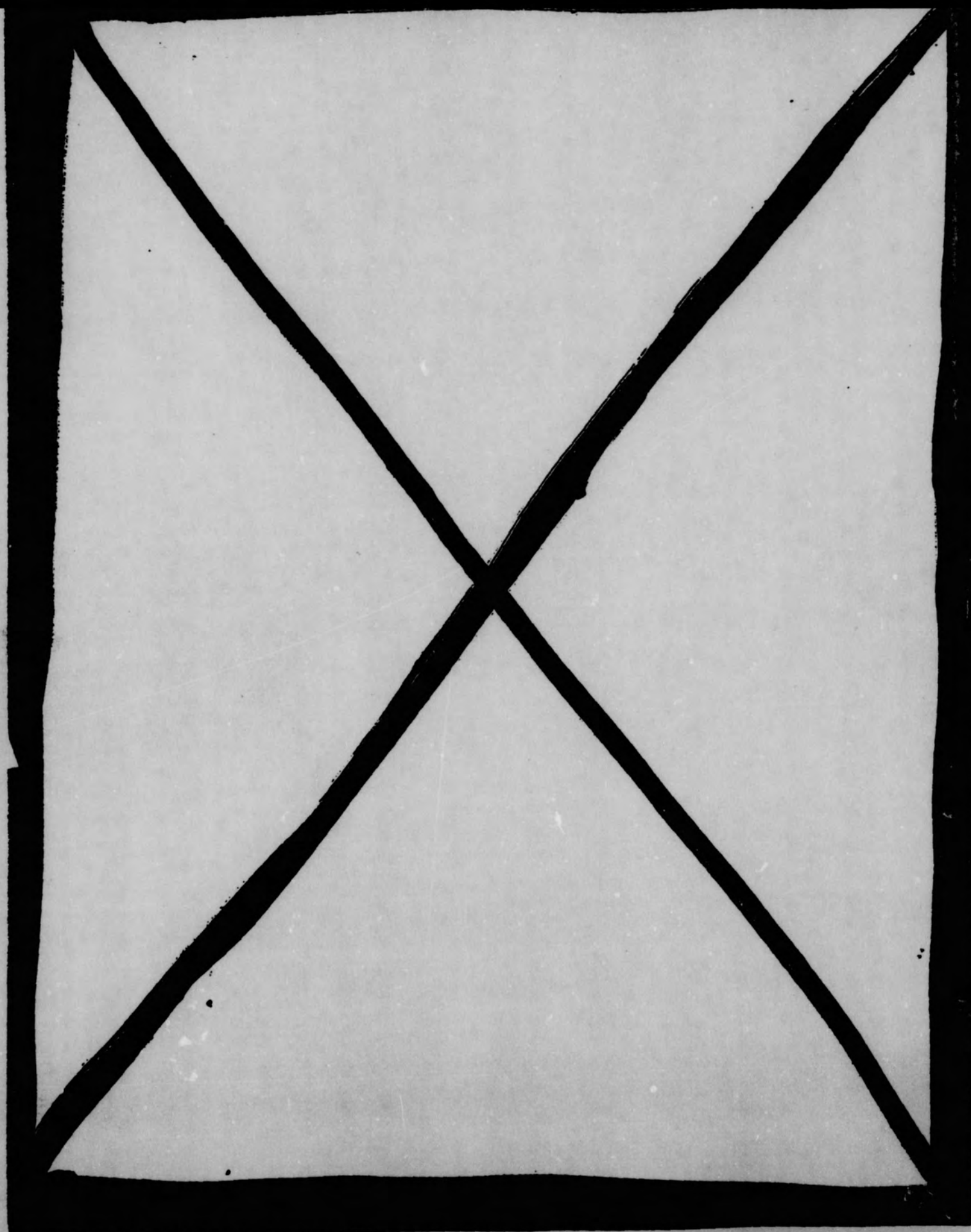
	Saturday 6-May	Sunday 7-May	Monday 8-May	Tuesday 9-May	Wednesday 10-May	Thursday 11-May	Friday 12-May	average
availability%	76%	75%	78%	82%	82%	82%	81%	79%

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

NS Northern Region Crew Starts and Recrews

	Saturday 6-May	Sunday 7-May	Monday 8-May	Tuesday 9-May	Wednesday 10-May	Thursday 11-May	Friday 12-May	Grand Total
crew starts	356	300	272	313	338	340	355	2274
recrews	8	7	6	13	10	4	9	57

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



SURFACE TRANSPORTATION BOARD

Memorandum

198411

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DATE: May 4, 2000

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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

500 Water Street (J215)
Jacksonville, FL 32202
(904) 366-4092
FAX: (904) 359-2263

R.J. Haulter
Assistant Vice President-Integration Planning

April 28, 2000

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:

Note: Italicized information indicates a change or update from the last report. Also please note that this month we are adding a brief discussion of infrastructure maintenance and expansion that, while generally unrelated to the Conrail integration, is relevant to CSXT's ongoing efforts to maintain and enhance our service capabilities.

Please contact Bob Haulter, Assistant Vice President-Integration Planning at CSX Transportation (E-mail: Bob_Haulter@csx.com) 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,

Bob Haulter

cys: Peter J. Shudtz, Vice President
Law & General Counsel

Paul R. Hitchcock - J150
Senior Counsel

CSX TRANSPORTATION, INC.
STB OPERATIONAL MONITORING REPORT
As of April 28, 2000

Table of Contents

The reports are presented in the following order:

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

STB OPERATIONAL MONITORING REPORT
As of April 28, 2000

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 April 28, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

	Location	Project	Status	Expected Completion Date
1)	Greenwich, Ohio to Pine Junction, Indiana	Construct 2nd main track with TCS on B&O including connections.	Complete	4Q 98
2)	Quaker to Greenwich, Ohio	Construction by Conrail of 2nd 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) Underway	***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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Infrastructure Maintenance and Expansion Report

CSXT has completed all scheduled construction and other capital projects that we originally identified as being necessary to initially integrate the acquired Conrail lines into the CSXT network (with the exception of the Philadelphia Intermodal Expansions anticipated to be completed in the fourth quarter of 2000). Further projects to improve integration of the former Conrail lines with the CSXT system will be progressed in the future, as they are identified and appear to be needed and cost-justified. In this report, and in later reports, we will be supplementing the Construction and Other Capital Projects section with a discussion of other noteworthy activity related to the maintenance and expansion of the CSXT rail system unrelated to Conrail integration activities, as well as future Conrail integration projects as they may develop.

In April, CSXT completed two projects that will make a major improvement in our operations of double stack intermodal trains. We completed the Union City connection track in Atlanta and two tunnel clearance projects there which, taken together, will give CSXT two double stack cleared routes through Atlanta.

A barge struck the CSXT Mobile River draw bridge, knocking the through truss approach span six feet off its supporting pier. Our crews responded admirably and were able to have the bridge back in service in less than 48 hours.

CSXT continues to address capacity limitations on heavy corridors. In April, we began three siding capacity projects in Wadley, Coosa Pines, and Franklin, Alabama and one in McDaniel, Tennessee. These projects are all designed to improve capacity on the Nashville – Atlanta – Florida corridor where traffic has strained the line's capacity. The primary benefits will be seen in enhanced reliability of transit times, particularly for the intermodal trains in this corridor.

Infrastructure Maintenance and Expansion Report Continued

To improve reliability, we replaced some ties and rail, and cleaned and renewed drainage in both the Virginia Avenue tunnel (Washington) and the Howard Streei tunnel (Baltimore).

We had eight major tie renewal teams working in April and two rail renewal teams. This was routine programmed maintenance. The noteworthy high point of this effort is a project to install 75,000 concrete crossties on the Fitzgerald subdivision in Georgia between Atlanta and Jacksonville.

Also this month, we completed Phase I of the accelerated fueling facility at Collinwood Yard (Cleveland). This state of the art operation will allow refueling of an entire locomotive consist during the time it takes to do a crew change, increasing reliability of transit times and improving locomotive utilization.

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	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. CSX and NS will work with all affected customers and EDI vendors to develop migration plans	Systems testing in process and on schedule A joint letter was distributed to current Conrail customers Existing and new Conrail Electronic Commerce customers have been contacted by CSX in separate mailings Electronic Commerce Certification of Conrail customers acquired by CSX is in progress. Planned customer conversions to CSX Electronic Commerce tools are complete. All EC is complete	All customers will be provided adequate systems documentation and a detailed description of any changes to their current Conrail-provided electronic services All customers targeted for conversion to CSX electronic commerce tools have received information regarding the changes. All customer training and customer conversions are complete.

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Operations Personnel Crew Management	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. 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.	Systems development in process and on schedule. The TECS desk roll-out is still on schedule. All desks have been cut over to TECS. Paperless payroll training was completed Dec. 10,1999 Crew Callers have been moved from Dearborn to Jacksonville – Crew Management is complete.	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. Training sessions have been completed.
Transportation Car Management and Movement	Field personnel will continue using Conrail application systems supporting yard inventory, train consisting and work orders after Day 1. Disposition and management of empty cars will occur in Jacksonville using CSX systems after Day 1 to ensure coordinated system wide transportation operations. Customers on the acquired territory will continue to order empty cars and obtain information on order status as they do today. CSX systems will be rolled-out to the acquired Conrail territory in 4 phases after Day 1.	Systems development in process and on schedule. Toledo Stanley Yard was cut-over to CSX systems July 27th. Chunk 1 Field Rollout including Indianapolis was successfully cut-over on Oct 11. Chunk 2 including Cleveland, Collinwood and Columbus, Ohio was successfully cut-over on January 10. ***Chunk 3 including Buffalo & Syracuse was successfully cut-over on March 13, 2000.*** ***The final field rollout chunk is scheduled for May 8, 2000.***	Training of affected field location and Customer Service personnel to begin 30 days prior to each field roll-out phase. Training for next Field Roll-out began 03/27

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Locomotive Management	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. 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.	Implementation was completed June 1st. Dual entry into Conrail LDS was discontinued June 15th. The locomotive management of the acquired territory was transitioned to the Kenneth Dufford Center in Jacksonville, FL on July 12, 1999. Locomotive Management is Complete.	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.

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Train Dispatching	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. 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. 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.	Systems development has been completed and implementation is proceeding on schedule. Phase 1 realignments : Albany, Indianapolis & Philadelphia complete. Dearborn Division started. Dearborn will be complete Mid-August 1999. Phase 2 realignments: Two dispatcher desks moved from Indianapolis to Dearborn on 7/27/99. Phase 2 projected to be completed with CSAO dispatcher move from Dearborn to Mt. Laurel on 8/10/99. All phases of the Train Dispatcher Realignment Project have been completed. Implementing agreements are now in place. Train Dispatching is complete.	Dispatchers will be trained on their new territory using the current processes in place at Conrail.

Customer Service Progress Report

The following report outlines our progress toward the twin goals of 1) Achieving and maintaining customer confidence in the transaction, and 2) Insuring the integration of the acquired territories and personnel into the Customer Service Centers in Jacksonville and Pittsburgh, PA.

The Transition Process

We are now planning for the fourth regional area to be cut over to CSX systems on May 8, 2000. This segment lies east of Syracuse and down through the New England area. "Lessons learned" from the first three implementations are being incorporated into the new workplan.

Personnel

We plan to duplicate the training and mentoring procedures used in the first three implementations when we transition the ***New York, New Jersey and Massachusetts areas to CSX systems***. Minor adjustments will be made to the actual training and implementation procedures as we carry over what we learned from the previous cut overs. Classroom training in Pittsburgh has begun, with completion planned to immediately precede the actual cut over. As before, Contract Specialists, Command Center, and Technology Personnel will be on hand to ***effect the transition***. In addition, mentors will be placed in the critical field locations to assist yardmasters and crews as needed.

Customer Service Progress Report Continued

Customer Familiarization

The customer familiarization processes used previously will also be 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 the customers will see only one bill for the month. All customers have been notified of impending changes.

The standard brochure has been personalized for each of these customers by the Electronic Commerce Customer Integration Center to explain our EC offerings and initiatives, with special telephone numbers and other vital data attached. The special brochures include such items as car ordering procedures, rate changes, and bill of lading submission procedures.

Customer communication will continue to include news releases, blast faxes, mailings, and regular interaction with our Electronic Commerce personnel.

STB Status Submission Report on Training

Clerical Employees

Field rollout training is complete for the Albany area. One-on-one sessions for South Kearney and Framingham are scheduled for the week of April 24. Additionally, we will travel back to Strongsville to train several CR employees affected by job reassignments.

Train & Engine Service Employees

Field rollout (FRO) training designed for train service employees to learn how to use and complete CSX Train Documentation is scheduled to be completed in New York State, New Jersey and Massachusetts on May 7, 2000. This will complete the T&E field rollout training on the acquired territories of the former CR System. Cutover will occur on Monday, May 8, 2000. Coaches will be on site at each T&E on duty/off duty location to provide support to train crews completing work orders and using CSX Train Documents until May 19, 2000.

Field Transportation Supervisors

Field Rollout training for the New York State area began on March 27th. Training for this area is taking place at three different locations; Selkirk, West Springfield, and South Kearny. The field rollout training consists of applications related to train movement, both in terminals/yards and on the line-of-road. To date, 34 Yardmasters and 8 Officers have completed training.

Customer Service

Customer service representative field rollout training is progressing on schedule. Classes will be complete on May 5 with rollout to occur May 8, 2000. Simulations are scheduled for the two weeks prior to rollout. Electronic Train Closeout reporting is on schedule to be included in this final piece of the Conrail geography. Traveling specialists will be trained to provide floor support of this new process.

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May [3], 2000

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 April 30, 2000. Please let me know if you need any additional information.

Sincerely,

Enclosure

Norfolk Southern Corporation
STB Operational Monitoring Report

As of April 30, 2000

Note: Bold print indicates changes from previous report.
* To be disclosed under a different cover or in a later report.

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.

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Alexandria	IN	Construct track connection	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Allentown -	PA	Traffic Control System	Signal	Design	In progress
Reading	PA	Estimated Completion Date: 4Q01		Const	
Angola	NY	Upgrade existing siding, construct new siding	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Ashtabula	OH	Construct connection track	Track	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
			Signal	Const	Complete
Attica	IN	Extend siding 4, 580 track feet	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Boundbrook	NJ	Extend siding 15,000 track feet	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Bristol	VA	Extend siding 14,255 track feet	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Bucyrus	OH	Construct track connection	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Buffalo -	NY	Traffic control system and remove pole line.	Signal	Design	Complete
Cleveland	OH	Estimated Completion Date: Complete		Const	Complete
Buffalo	NY	Rehabilitate tracks in sub-leased BPRR yard	Track	Const	Complete
		Estimated Completion Date: Complete			

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Buffalo	NY	Construct connection to BPRR yard	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Buffalo	NY	Reconstruct portion of Bison Yard	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Butler	IN	Construct track connection	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Chicago	IL	Expand and improve 47th St Yard	Track	Design	In progress
		Intermodal Terminal		Grade/Pave	In progress
		Estimated Completion Date: 3Q00			
Cloggsville	OH	Track Rehabilitation	Track	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
Cloggsville	OH	Construct second main	Track	Design	Complete
		Estimated Completion Date: 4Q00		Grading	In progress
				Const	In progress
			Bridge	Design	Complete
				Const	In progress
			Signal	Design	Complete
				Const	In progress
Columbus	OH	Construct track connection	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Crockett	VA	Construct 9,100 foot new siding	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Croxton	NJ	Expand and improve intermodal terminal	Track	Design	Complete
		Estimated Completion Date: Complete		Grade/Pave	Complete
E-Rail	NJ	Expand and improve intermodal terminal	Track	Design	In progress
		Estimated Completion Date: 2Q01		Grade/Pave	

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Erie	PA	Erie Track Realign Project	Track	Design	In progress
		Estimated Completion Date: 4Q00		Grading	
				Const	
			Signal	Design	Complete
				Const	
Flemington	NJ	Construct 12,500 foot siding	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Hadley Jct	IN	Double tracking	Track	Design	Project being defined.
(Ft Wayne)		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Hagerstown Sec	PA	Construct siding	Track	Design	Complete
(Greencastle)		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Hagerstown Sec	PA	Traffic Control	Signal	Design	In progress
		Estimated Completion Date: 4Q00		Const	
Harrisburg	PA	Construct double track	Land		In progress
		Estimated Completion Date: 2Q00	Track	Design	Complete
				Grading	
				Const	
			Signal	Design	Complete
				Const	In progress
Harrisburg	PA	Construct intermodal terminal	Track	Design	Complete
(Rutherford)		Estimated Completion Date: 3Q00		Grade/Pave	In progress
Harrisburg -	PA	Traffic Control System and remove pole line	Signal	Design	Complete
Reading	PA	Estimated Completion Date: 4Q00		Const	In progress
KD Tower -	KY	Extending double track 40,120 feet	Track	Design	Complete
Cumberland Falls	KY	Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Knoxville -	TN	Double Stack Clearances	Track	Design	Complete
Chattanooga	TN	Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

Surface Transportation Board Operational Monitoring Report

As of April 30, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Oak Harbor	OH	Construct track connection	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Pattenburg	NJ	Clearance-9 Bridges	Bridge	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
Pattenburg	NJ	Siding Extensions	Track	Design	Complete
		Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Pattenburg	NJ	Tunnel Clearance	Bridge	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
Philadelphia	PA	Construct crossover - Zoo	Track	Design	Project being defined.
		Estimated Completion Date: Undetermined		Grading	
				Const	
			Signal	Design	
				Const	
Piney Flats	TN	Extend siding 6,610 feet	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Port Reading	NJ	Chemical Coast Clearance Projects	Track	Design	Complete
		Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
				Const	Complete
Rader	TN	Extend siding 5,189 feet	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Reading -	PA	Traffic Control System and remove pole line	Signal	Design	Complete
Philadelphia	PA	Estimated Completion Date: 4Q01		Const	
Riverton Jct -	VA	Clearance projects	Bridge	Design	Complete
Roanoke	VA	Estimated Completion Date: Complete		Const	Complete
Sandusky	OH	Construct Triple Crown Terminal	Track	Design	Complete
(Bellevue)		Estimated Completion Date: Complete		Grade/Pave	Complete
			Building	Const	Complete

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
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
Sandusky-Columbus	OH	Double Track: S 78.10 - S 88.40 Estimated Completion Date: **4Q00**	Land Track	 Design Grading Const	In progress **Complete**
			Signal	Design Const	**In progress**
Sandusky-Columbus	OH	Double Track: S 88.20 - S 95.60 Estimated Completion Date: 2Q00	Land Track	 Design Grading Const	In progress Complete Complete In progress
			Signal	Design Const	Complete **Complete**
Sidney	IL	Construct track connection Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Sido	MO	Double tracking 36,458 track feet Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Sloan	IL	Extend siding 5,027 track feet Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Southern Tier	NY	Southern Tier Rehabilitation Estimated Completion Date: Undetermined	Track Bridge	Const Design Const	Project being defined. In progress
St. Louis (Mitchell)	MO	Expand Mitchell Triple Crown Terminal Estimated Completion Date: **Complete**	Track	Design Grade/Pave	Complete **Complete**
			Signal	Design Const	Complete Complete
Toledo	OH	Intermodal Terminal Estimated Completion Date: Undetermined	Track	Design Grade/Pave	Project being defined.
Tolono	IL	Track Connection Estimated Completion Date: 2Q00	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete In progress

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Vermillion	OH	Track Connection	Land		Complete
		Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Wabash	IN	Construct connection track	Track	Const	Complete
		Estimated Completion Date: Complete	Signal	Design	Complete
				Const	Complete

Note: 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.

INFORMATION TECHNOLOGY

Systems and Personnel Training

Operating Area	Project	Status
TRANSPORTATION		
Car Management and Movement	Systems – Multiple projects	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
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	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
	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	Implementation Complete.
	Personnel Training	
	Prepare training materials; conduct pilot sessions	Complete
	Trainer orientation	Complete
	Train employees at 8 Conrail locations	Complete

INFORMATION TECHNOLOGY

Operating Area	Project	Status
OPERATIONS PERSONNEL		
Crew Management	Systems	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
	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.
Note: The Board has asked NS to report on any IT efforts relative to the Southern Tier and the Buffalo area. Although there are no initiatives tailored to a specific area, NS is putting particular emphasis on IT issues systemwide and continues to address them with the rollout of the Thoroughbred Yard Enterprise System and the Train Information System, continued monitoring and refining of the NS data system's interaction with the Shared Assets Area systems, and daily monitoring of information quality. These efforts will improve service throughout the NS network, including of course the Southern Tier and the Buffalo area.

CUSTOMER SERVICE

Transition Process

Transition team members for NS in Philadelphia working in Customer Service were released at the end of February. Call volumes have leveled off as general service levels improve and remain at the approximate levels originally projected. 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.

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.

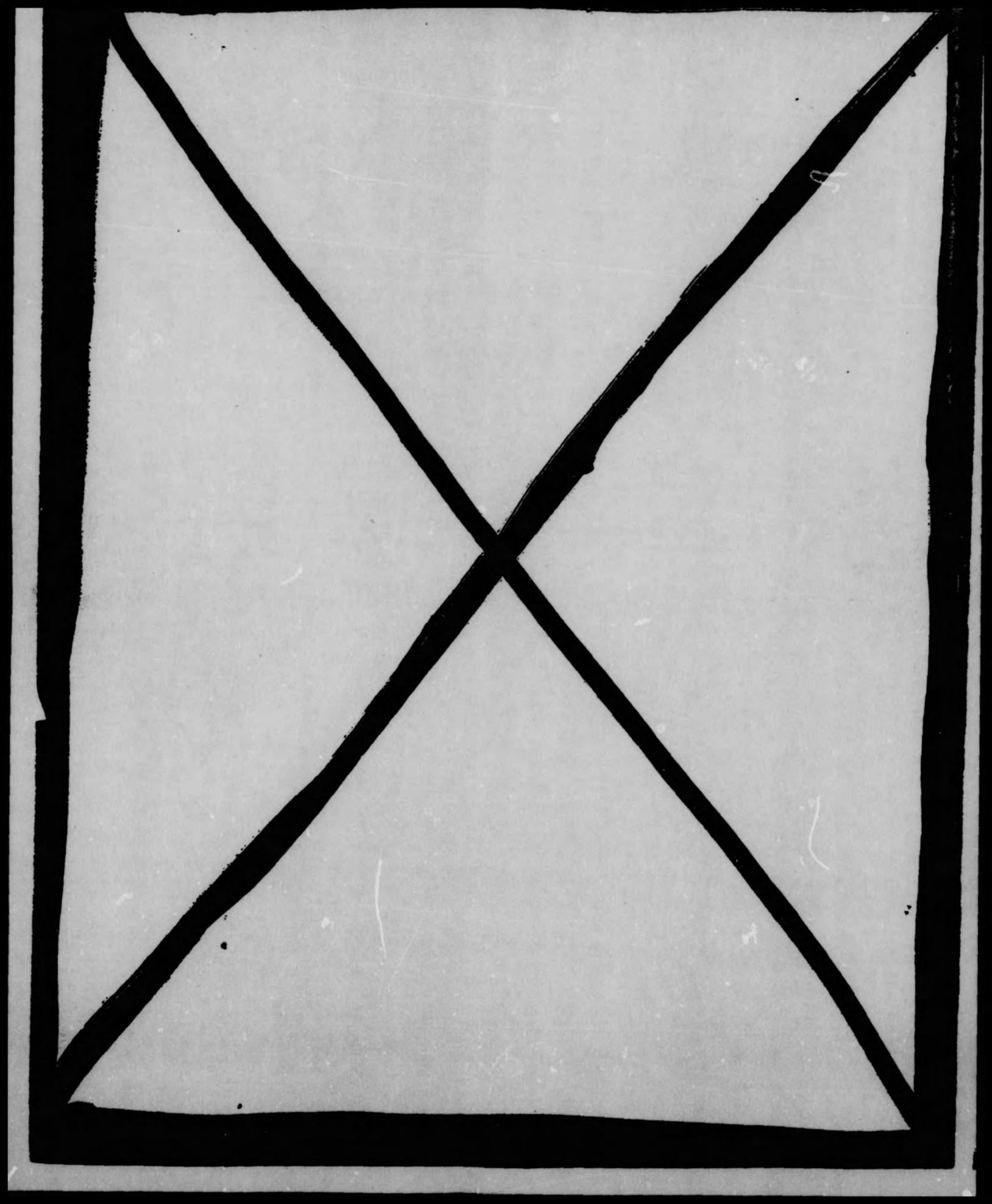
Customer Awareness

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.



SURFACE TRANSPORTATION BOARD

Memorandum

19572

DATE: January 27, 2000

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 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 DC News. If there are any questions, please don't hesitate to contact me or Jim Greene.

Attachments

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

CSX TRANSPORTATION

500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4684
Fax (904) 359-1571

Danford L. Price
Assistant Vice President -
Service Measurements

January 26, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, January 21st. For this reporting week, strong winter weather conditions moved across a majority of the network, delaying trains and crews from normal operations. CSX engineering crews in the northeast preceded most trains to ensure safe operating conditions due to broken rails and high snow accumulations. This has resulted in a slight increase in terminal dwell and a decrease in train velocity. The weather activities are continuing into this week.

Average daily total cars on line and terminal dwell hours were essentially flat when compared to the prior week. Overall train velocity declined from 19.4 to 18.6 miles-per-hour.

In examining the data CSXT provides the STB, Conrail Transaction Council, and the AAR, we would offer the following observations and interpretations:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorable by 22 percentage points. Traffic conditions remain moderate within the Chicago area. Some delays were caused by extreme weather conditions enroute to the gateway.

Yards and Terminals

Car volumes and dwell hours continue to remain steady since the holidays. Cleveland, Buffalo, Selkirk, and Boston have experienced seasonal weather conditions this week. Buffalo had a decrease in dwell and Selkirk had a slight increase. CSX continues to work through the extreme weather conditions evident in the northeast area of the network. Although availability of crews and power remained high, operations in some locations were hampered by the extreme weather conditions.

CSXT continues to have moderate volumes over the system, particularly on the Northern Region Lines, but most yards and terminal areas are well within operational control limits. This week, seven of the fourteen terminals showed an improvement in terminal dwell.

CSXT continues to make good progress in our cooperative efforts with other carriers in the Buffalo Terminal to improve the regularity of interchange pickup and delivery at Frontier Yard. Both the number of cars handled and the dwell numbers at Buffalo (Frontier) decreased slightly from the previous week.

In Toledo, dwell hours were mixed at Stanley and Walbridge yards. Stanley improved about 1% and Walbridge moved unfavorable 6.5%, from the previous reporting week. At Willard, OH, dwell hours increased 6% from the previous reporting week on reduced car volumes.

Corridor Performance

In this reporting week, one of the six corridors improved performance when compared to the previous week in the on-time-to-two-hours-late category, and the overall on-time-to-two-hours-late category moved unfavorably, decreasing eight percentage points. The percent of trains in the greater-than-six-hours-late category increased five percentage points. The best performance during the reported week was the Chicago to Northeast corridor. Second-best performance was New Orleans to Carolinas corridor.

Shared Areas

The daily average of cars on hand decreased (10.3%) at the three shared area locations. All volumes remain within expected norms. Overall terminal dwell time increased from 38.0 hours to 40.9 hours. Reported road train delay hours for crews and power increased from the prior week. Six originating trains were delayed due to late arrivals from either CSX or NS. Some of the power and crew delays were due to the weather conditions in the Northeast.

Additional Measurements

Train Delay Metric: For 755 train starts, Train Delay totaled 437 hours for Power and 199 hours for Crew.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 30.5% for the week, an increase of 2% from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 85%, up 1% from the prior week.

Daily Number of Recrews Required: Of 1912 crew starts, 151 (8%) were recrews, an increase of 2% from the prior week.

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

Locomotives: Gross Locomotives = 3986, Average Available = 3624, and Out-of-Service Ratio = 5.9%.

Cars Offered in Interchange: averaged 9 cars daily, of which none were allocated to Norfolk Southern.

Blocked Sidings or Multiple Main Lines: totaled 18 for the week, up from a total of 9 reported the prior week

On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh – Washington), and 83% for 80 MARC trains (West Virginia – Washington). Snow and ice contributed to some of the delays in the Washington area.

Buffalo Customer Service (Hot-Line): the customer service center received two hot-line calls, seeking assistance in tracing cars. The requests were resolved.

This week the mild winter came to an end, with heavy snow and ice affecting a large portion of the railroad. The majority of the problem areas stretch along the eastern coast into New England. CSXT is continuing to monitor the network to provide continuity of service.

Sincerely,

Danford L. Price
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 01/21/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/17/00	01/18/00	01/19/00	01/20/00	01/21/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	392	718	677	668	598
	Cars On Hand - Empty	389	661	505	544	589
	Cars On Hand - Total	781	1379	1182	1212	1187
	Cars Handled	445	394	347	338	299
	Dwell Hours	49.0	47.1	48.9	47.8	33.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	221	317	290	348	331
	Cars On Hand - Empty	269	345	362	443	425
	Cars On Hand - Total	490	662	652	791	756
	Cars Handled	407	305	304	378	381
	Dwell Hours	55.2	40.2	42.5	50.1	37.7
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	185	231	220	232	239
	Cars On Hand - Empty	98	271	158	159	167
	Cars On Hand - Total	283	502	378	391	406
	Cars Handled	164	310	153	206	117
	Dwell Hours	21.4	26.3	20.3	18.9	23.0

CSX Comments: Daily average on hand cars decreased at all three locations. Overall terminal dwell time increased from 38.0 hours to 40.9 hours. Outbound local traffic held for prospective loading, plus road trains held late in the week attributed to the increased terminal dwell at Pavonia.

Surface Transportation Board

Performance Measures

For the week ending: 01/21/00

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 01/17/00	Tuesday 01/18/00	Wednesday 01/19/00	Thursday 01/20/00	Friday 01/21/00
North Jersey SAA	Number of Originations	8	15	18	13	7
	% Ontime	38%	53%	50%	62%	29%
	% Late 0-2 Hours	25%	27%	22%	15%	43%
	% Late 2-4 Hours	25%	7%	11%	8%	29%
	% Late 4-6 Hours	13%	0%	11%	8%	0%
	% Late GT 6 Hours	0%	13%	6%	8%	0%
South Jersey SAA	Number of Originations	7	6	9	7	3
	% Ontime	0%	17%	22%	57%	33%
	% Late 0-2 Hours	29%	33%	11%	0%	0%
	% Late 2-4 Hours	14%	33%	11%	14%	33%
	% Late 4-6 Hours	43%	17%	22%	14%	0%
	% Late GT 6 Hours	14%	0%	33%	14%	33%
Detroit SAA	Number of Originations	5	3	4	4	0
	% Ontime	40%	33%	75%	25%	0%
	% Late 0-2 Hours	20%	33%	0%	25%	0%
	% Late 2-4 Hours	20%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	20%	33%	25%	50%	0%

CSX Comments: Road train delay hours for both crew and power increased this week. Crew availability delayed 23 trains with a 44% increase in delay hours over last week. Power delay hours increased 52% over last week delaying 24 trains. Six originating trains were delayed due to late arrivals from CSXT and NS.

Surface Transportation Board

Performance Measures

For the week ending: 01/21/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	01/17/00	01/18/00	01/19/00	01/20/00	01/21/00	Average
Cars Offered	NS	0	0	0	0	0	0
	All Other	43	0	0	0	0	9
	Total	43	0	0	0	0	9

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 Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	01/17/00	01/18/00	01/19/00	01/20/00	01/21/00	Total
Blocked	Sidings	3	1	2	3	2	11
	Multiple Main Lines	3	1	2	0	1	7
	Total	6	2	4	3	3	18

Measures blocked sidings or multiple main lines with or without crews for other than normal operating purposes on Conrail acquired territory only.

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	01/17/00	01/18/00	01/19/00	01/20/00	01/21/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	50%	90%
MARC	Trains	8	18	18	18	18	80
	% On Time	100%	94%	100%	67%	61%	83%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 01/21/00

CSXT Train Crew Delay

Terminal	Causes of Delay / Trains / Hours	Saturday 01/15/00	Sunday 01/16/00	Monday 01/17/00	Tuesday 01/18/00	Wednesday 01/19/00	Thursday 01/20/00	Friday 01/21/00	Weekly Total
Baltimore	Train Crew Starts	41	14	19	17	15	22	16	144
	Crews Delayed +2 Hours	9	9	6	8	6	11	12	61
	% Delayed +2 Hours	22%	64%	32%	47%	40%	50%	75%	42%
Buffalo	Train Crew Starts	41	41	30	42	44	39	43	280
	Crews Delayed +2 Hours	10	7	14	10	8	4	14	67
	% Delayed +2 Hours	24%	17%	47%	24%	18%	10%	33%	24%
Chicago	Train Crew Starts	31	27	24	27	29	22	19	179
	Crews Delayed +2 Hours	10	10	13	7	12	7	11	70
	% Delayed +2 Hours	32%	37%	54%	26%	41%	32%	58%	39%
Cincinnati	Train Crew Starts	37	36	40	30	36	33	31	243
	Crews Delayed +2 Hours	5	7	3	4	3	6	10	38
	% Delayed +2 Hours	14%	19%	8%	13%	8%	18%	32%	16%
Cleveland	Train Crew Starts	24	23	18	25	25	26	24	165
	Crews Delayed +2 Hours	11	7	9	10	13	11	10	71
	% Delayed +2 Hours	46%	30%	50%	40%	52%	42%	42%	43%
Cumberland	Train Crew Starts	36	32	26	34	32	34	26	220
	Crews Delayed +2 Hours	5	5	7	1	6	10	8	42
	% Delayed +2 Hours	14%	16%	27%	3%	19%	29%	31%	19%
Detroit	Train Crew Starts	7	6	5	6	7	7	5	43
	Crews Delayed +2 Hours	0	1	0	0	2	1	2	6
	% Delayed +2 Hours	0%	17%	0%	0%	29%	14%	40%	14%
Philadelphia	Train Crew Starts	6	6	7	9	8	10	5	51
	Crews Delayed +2 Hours	2	0	2	2	1	3	2	12
	% Delayed +2 Hours	33%	0%	29%	22%	5%	30%	40%	24%
Selkirk	Train Crew Starts	38	24	28	31	39	36	40	236
	Crews Delayed +2 Hours	18	10	17	16	16	14	26	117
	% Delayed +2 Hours	47%	42%	61%	52%	14%	39%	65%	50%
Toledo	Train Crew Starts	29	18	24	20	26	21	28	166
	Crews Delayed +2 Hours	7	11	8	0	7	10	9	52
	% Delayed +2 Hours	24%	61%	33%	0%	10%	48%	32%	31%
Willard	Train Crew Starts	42	28	34	40	34	44	40	262
	Crews Delayed +2 Hours	13	13	14	12	7	15	14	88
	% Delayed +2 Hours	31%	46%	41%	30%	21%	34%	35%	34%

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

For the week ending: 01/21/00

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	01/15/00	01/16/00	01/17/00	01/18/00	01/19/00	01/20/00	01/21/00	Total
Train Delay	Originating Train Starts	101	120	104	100	126	101	103	755
	Delayed Hours - Power	50	25	26	58	90	87	101	437
	Delayed Hours - Crews	20	86	16	8	5	25	39	199

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	01/15/00	01/16/00	01/17/00	01/18/00	01/19/00	01/20/00	01/21/00	Average
Crew Availability	% Available	83%	83%	84%	84%	86%	87%	85%	85%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	01/15/00	01/16/00	01/17/00	01/18/00	01/19/00	01/20/00	01/21/00	Total
Crews/Recrews	Train Crew Starts	281	254	240	291	292	277	277	1912
	Recrews	24	11	20	28	21	16	31	151
	% Recrewed	9%	4%	8%	10%	7%	6%	11%	8%

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

For the week ending: 01/21/00

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	01/15/00	01/16/00	01/17/00	01/18/00	01/19/00	01/20/00	01/21/00	Average
Locomotives	Gross Fleet Size	4001	4010	4001	3980	3979	3965	3968	3986
	Avg. Number Available	3633	3648	3638	3623	3607	3580	3639	3624
	OOS Ratio	5.5	5.7	5.9	5.9	6.1	6.2	5.9	5.9

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	01/15/00	01/16/00	01/17/00	01/18/00	01/19/00	01/20/00	01/21/00	Average
Train Delay	Philadelphia/South Jersey	2	1	0	3	0	3	2	2
	North Jersey	3	3	3	8	2	2	3	3
	Detroit	1	7	4	1	1	2	2	3

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

January 26, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending January 21, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, 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.

As always, I am including a letter written by Jon L. Manetta, Senior Vice President of 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

January 26, 2000

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

Dear Mr. Clemens:

This week's report does not indicate a significant change in NS performance as compared to the previous one. Average train speed remained steady. Although overall average terminal dwell time increased slightly, this change is within the range of routine fluctuations. Also, the cars on line measure declined. On the monitored corridors and Chicago gateway operations, 95 trains were held for terminal congestion, 34 trains were held for crews, and eight trains were held for power.

With respect to our customer service hotline in Buffalo, no new calls were received. Three outstanding matters were resolved, leaving none pending.

In the Shared Assets Areas, lack of power resulted in 24 trains being delayed for 323 hours, while 23 trains were held for 188 hours awaiting crews. Additionally, six originating trains were delayed for 33 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 77% of the train delay hours in the SAAs.

Sincerely,

NORFOLK SOUTHERN

For the week ending 1/21/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	1/17/00	5	40%	20%	20%	0%	20%
	1/18/00	3	33%	33%	0%	0%	33%
	1/19/00	4	75%	0%	0%	0%	25%
	1/20/00	4	25%	25%	0%	0%	50%
	1/21/00	0	0%	0%	0%	0%	0%
Detroit Total		16	44%	19%	6%	0%	31%
North Jersey Total	1/17/00	8	38%	25%	25%	13%	0%
	1/18/00	15	53%	27%	7%	0%	13%
	1/19/00	18	50%	22%	11%	11%	6%
	1/20/00	13	62%	15%	8%	8%	8%
	1/21/00	7	29%	43%	29%	0%	0%
North Jersey Total		61	49%	25%	13%	7%	7%
South Jersey Total	1/17/00	7	0%	29%	14%	43%	14%
	1/18/00	6	17%	33%	33%	17%	0%
	1/19/00	9	22%	11%	11%	22%	33%
	1/20/00	7	57%	0%	14%	14%	14%
	1/21/00	3	33%	0%	33%	0%	33%
South Jersey Total		32	25%	16%	19%	22%	19%
Grand Total		109	41%	21%	14%	10%	14%

NORFOLK SOUTHERN

For the week ending 1/21/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	1/17/00	850	98	185	283	164	21.4
	1/18/00	850	271	231	502	310	26.3
	1/19/00	850	158	220	378	153	20.3
	1/20/00	850	159	232	391	206	18.9
	1/21/00	850	167	239	406	117	23.0
North Yard MI Average		**850**	**171**	**221**	**392**	**190**	**22.5**
Oak Island NJ	1/17/00	1200	389	392	781	445	49.0
	1/18/00	1200	661	718	1379	394	47.1
	1/19/00	1200	505	677	1182	347	48.9
	1/20/00	1200	544	668	1212	338	47.8
	1/21/00	1200	589	598	1187	299	33.6
Oak Island NJ Average		**1200**	**538**	**611**	**1148**	**365**	**45.8**
Pavonia NJ	1/17/00	900	269	221	490	407	55.2
	1/18/00	900	345	317	662	305	40.2
	1/19/00	900	362	290	652	304	42.5
	1/20/00	900	443	348	791	378	50.1
	1/21/00	900	425	331	756	381	37.7
Pavonia Average		**900**	**369**	**301**	**670**	**355**	**45.6**

NORFOLK SOUTHERN

For the week ending 1/21/00

Shared Asset Area Trains Held

area	Sat 15-Jan	Sun 16-Jan	Mon 17-Jan	Tue 18-Jan	Wed 19-Jan	Thu 20-Jan	Fri 21-Jan	Grand Total
North Jersey	3	3	3	2	2	8	3	24
South Jersey	2	1	0	0	3	3	2	11
Detroit	1	7	4	1	2	1	2	18

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.

NORFOLK SOUTHERN

NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	total
CSX	0	0	0	0	0	0
other	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**

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

NS Northern Region Train Starts and Delays

	Saturday 15-Jan	Sunday 16-Jan	Monday 17-Jan	Tuesday 18-Jan	Wednesday 19-Jan	Thursday 20-Jan	Friday 21-Jan	Grand Total
# of Train Starts	169	150	154	174	172	162	189	1170
Delay Cause								
Crew Delays (hrs)	26.9	52.2	4.5	3.4	0.0	3.6	21.7	112.2
Power Delays (hrs)	55.7	8.5	77.8	55.3	61.5	50.7	82.4	391.8

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

track	Monday 17-Jan	Tuesday 18-Jan	Wednesday 19-Jan	Thursday 20-Jan	Friday 21-Jan	total
Multiple Main	0	0	0	1	2	3
Siding	0	0	0	0	0	0
Grand Total	**0**	**0**	**0**	**1**	**2**	**3**

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

Locomotive Fleet Statistics

	Saturday 15-Jan	Sunday 16-Jan	Monday 17-Jan	Tuesday 18-Jan	Wednesday 19-Jan	Thursday 20-Jan	Friday 21-Jan	average
Fleet Size	3679	3662	3667	3695	3727	3709	3693	3690
available	3436	3399	3418	3443	3491	3479	3472	3448
out of service %	6.6%	7.2%	6.8%	6.8%	6.3%	6.2%	6.0%	6.6%

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

NORFOLK SOUTHERN

NS Crew Starts and Delays

		Saturday 15-Jan	Sunday 16-Jan	Monday 17-Jan	Tuesday 18-Jan	Wednesday 19-Jan	Thursday 20-Jan	Friday 21-Jan	Grand Total
Allentown	crew starts	15	14	19	17	20	18	21	124
	crews delayed	6	5	8	3	7	4	5	38
Bellevue	crew starts	49	44	49	52	5[illegible]	44	43	334
	crews delayed	26	25	21	19	16	18	17	142
Buffalo	crew starts	18	22	23	23	26	24	23	159
	crews delayed	4	6	5	6	5	7	4	37
Chicago	crew starts	37	33	39	34	34	31	35	243
	crews delayed	28	20	17	13	13	15	16	122
Cincinnati	crew starts	32	33	25	32	34	33	31	220
	crews delayed	16	18	10	13	14	15	13	99
Cleveland	crew starts	27	19	18	27	28	23	22	164
	crews delayed	8	8	8	12	15	8	8	67
Conway	crew starts	52	46	38	47	47	36	47	313
	crews delayed	17	18	15	11	17	14	19	111
Detroit	crew starts	21	19	18	19	24	23	18	142
	crews delayed	15	12	9	7	9	11	14	77
Elkhart	crew starts	41	40	38	37	37	41	33	267
	crews delayed	15	20	16	16	8	18	19	112
Harrisburg	crew starts	61	46	44	55	50	54	57	367
	crews delayed	27	14	7	18	18	22	11	117
Toledo	crew starts	62	53	49	42	45	53	48	352
	crews delayed	12	23	11	5	11	8	7	77

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

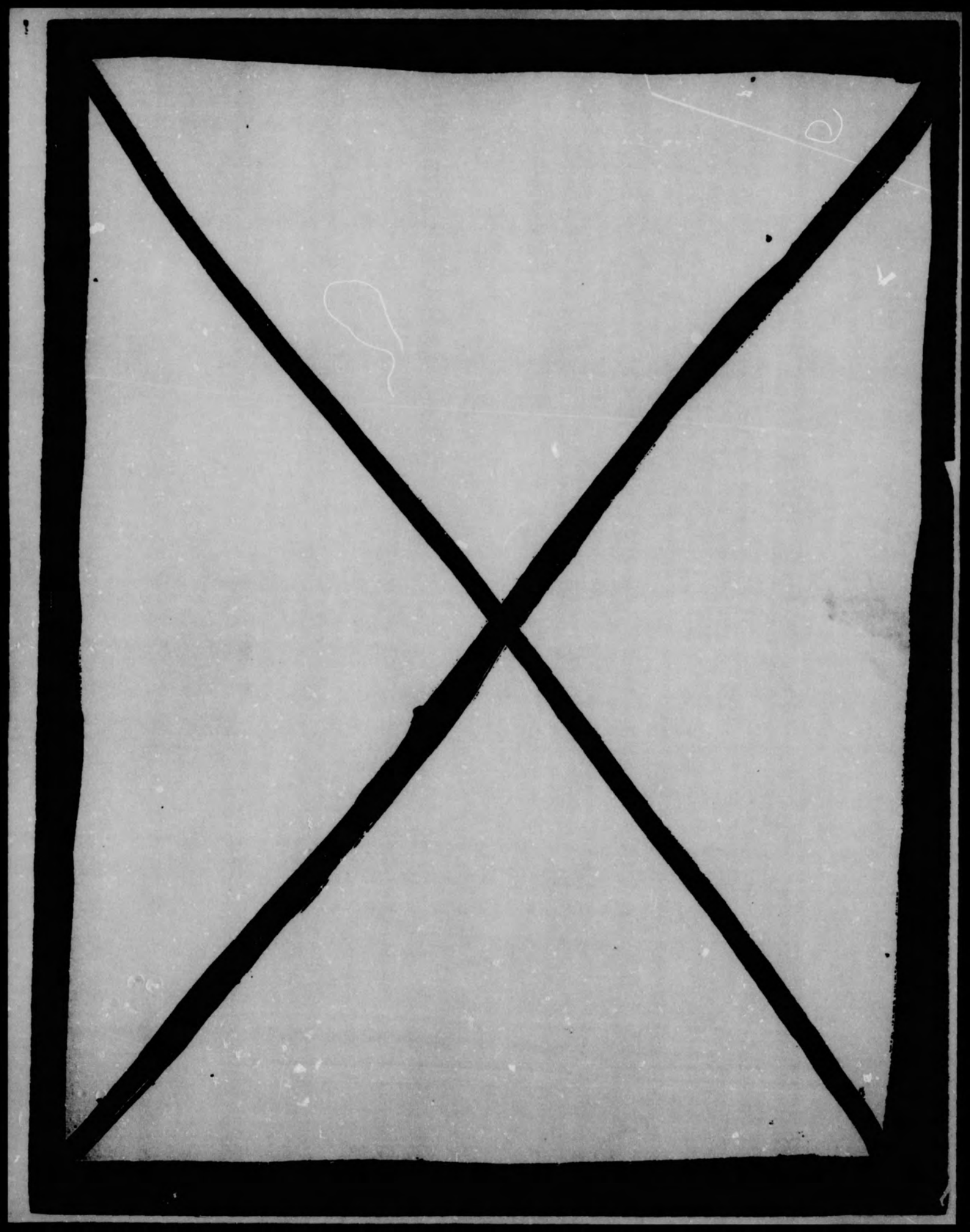
	Saturday 15-Jan	Sunday 16-Jan	Monday 17-Jan	Tuesday 18-Jan	Wednesday 19-Jan	Thursday 20-Jan	Friday 21-Jan	average
availability%	83%	82%	84%	85%	87%	87%	85%	85%

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

NS Northern Region Crew Starts and Recrews

	Saturday 15-Jan	Sunday 16-Jan	Monday 17-Jan	Tuesday 18-Jan	Wednesday 19-Jan	Thursday 20-Jan	Friday 21-Jan	Grand Total
crew starts	393	345	324	361	360	363	343	2489
recrews	36	28	31	29	38	52	53	267

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 6-4-98 D ID-ORALARG

other State Ltr

FD 33388

STB Oral Arguments:
Proposed Conrail Acquisition

Inclusion in the Shared Asset Area

Frederick H. Schranck, Deputy Attorney General
State of Delaware
June 4, 1998

Thank you for the opportunity to participate in these proceedings. The State of Delaware is gravely concerned about the economic well being of the State and its port, the Port of Wilmington, as a direct result of the proposed Conrail Acquisition scheme developed by CSX and Norfolk Southern. We believe the State of Delaware and Port of Wilmington are being placed at a substantial disadvantage and in serious jeopardy as a result of the pending application. I offer for your consideration and restate our Request for Conditions for the expansion of the **Shared Access Area** from the Pennsylvania and Delaware State line south to the Port of Wilmington. This **Shared Asset Area** must include railroad access and service to the businesses located at the Port of Wilmington.

The Port of Wilmington was served by three railroads as recently as the 1970's. With the advent of Conrail in 1976, the Port's railroad service was

reduced to one direct carrier with nominal switching rights provided to a second. Receiving Class I service from only one railroad, although economically unhealthy for the Port and its shippers, was seen as a last gasp attempt to maintain rail service and create an economic foundation for the railroad. During this time, similar railroad service reductions and line abandonments were occurring at or near the Ports of Philadelphia, New Jersey and New York along the eastern seaboard. With the favored economic environment and government support Conrail grew and prospered. With a single Class I Railroad in the Northeast region, financial vitality returned to what was a beleaguered industry.

The current merger proposal, a multi-billion dollar financial transaction, makes it abundantly clear that railroading has progressed from a publicly sponsored industry on life support, to one that provides valuable freight service to the areas and facilities it serves. Our concern is the proposed new paradigm of rail services following this transaction does not restore the competitive environment to the Port of Wilmington that existed historically. As a matter of fact, this proposal makes things worse. The proposed merger

maintains, restores and enhances multiple-railroad service to every other major seaport along the eastern seaboard except the Port of Wilmington, thereby, placing the State of Delaware and the Port of Wilmington at a severe disadvantage. Our request is that the State of Delaware and the Port of Wilmington receive the same access rights several of our neighboring states and ports will receive through inclusion in the declared "**Shared Asset Area**."

The issue of multiple Class I access and competition is not merely a hypothetical one. As a matter of fact, we have a shipper located along Conrail's lines that are proposed to become CSX lines, who will be orphaned as they will no longer have economic access to our Port. This shipper will seek port facilities in an area where access is readily available. If they chose to remain at the Port of Wilmington, their traffic could be required to pay as much as $350 per rail car for interswitching. This fee renders economic access impossible and also eliminates, for any practical purpose, rail competition at the Port of Wilmington. This will occur while

competing ports on the eastern seaboard become more attractive for this specific shipper representing 6,000 rail cars per year.

We have raised this issue with the parties of the merger. They have indicated no willingness to grant our request. Perhaps they fail to recognize the value of protecting a competitive market for transportation at our port and the value of the Port of Wilmington to the State's economy. Let me briefly identify why this is such an important issue. The Diamond State Port Corporation, a commercial State-owned corporation was created in August 1995. It established and recognized that the continued economic viability and vitality of the Port of Wilmington and its related facilities benefits the entire State. Since 1995, the State has invested over 30 million dollars in on-port investments in addition to the 100 million-dollar acquisition investment, and is currently considering a further 45 million of expansion improvements. The improvements include expansion of warehouse space, enhancement of on port railroad elements, access road improvements and new cranes, all examples of the seriousness of the State's interest in the Port.

As a result of the State's acquisition of the facility and our improvements, worldwide cargo handled at the port has grown. In FY 1997 the port handled 4,533,000 tons of cargo, three percent more than the previous year. This increase and investment will be jeopardized if the Port is not kept on equal and competitive footing as our neighbors. Over 4200 full time employees rely on the port yielding over $ 169 million in personal income, $212 million in annual business revenue and resulting in over $14 million in State and local tax payments. For a small State like Delaware, these are significant numbers.

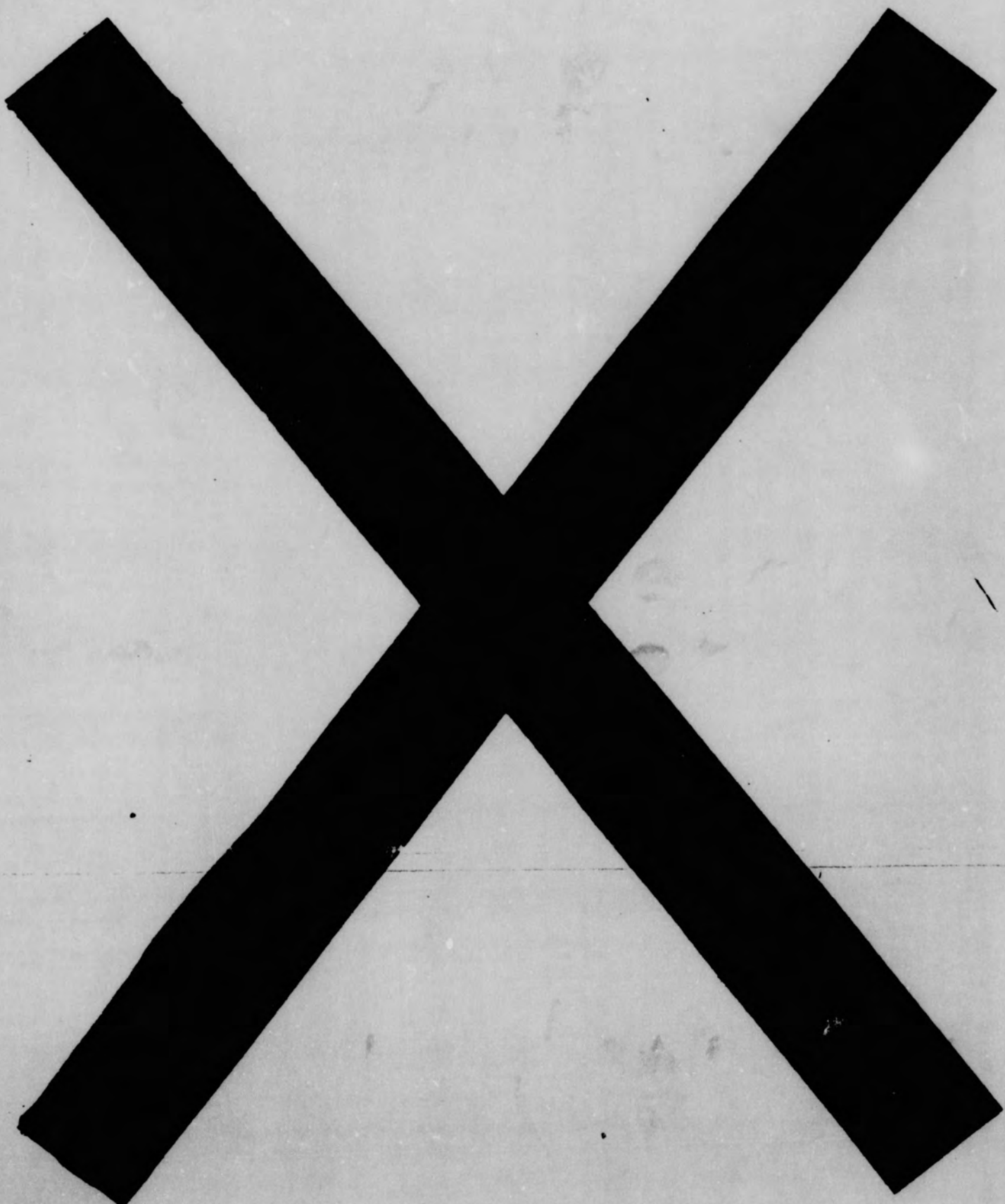
The Port of Wilmington currently handles several railroad-friendly commodities including automobiles, minerals and steel. It is also well positioned to handle intermodal containers in larger numbers. As you can see the State has made a significant investment in this facility. We are seeking your support to assist us by maintaining a "level" playing field. It is only through this Board that we feel we can bring the railroads together with the Port and create an environment that will be in the best interests of all parties.

We request that the Board extend the **Shared Asset Area** into the State of Delaware and include the Port of Wilmington in the Area. With your support we can continue to support and grow the businesses and shippers on and around the Port. The financial future of the Port of Wilmington does not require favored treatment, all we are seeking is equal and fair treatment with other competing ports in our range so that we may compete for business without one hand, or should I say railroad, tied behind our back.

Again thank you for the opportunity to provide this information in support of our request for conditions and the maintenance of competitive access for our customers.

FHS/ec/mr

STB FD-33388 5-12-98 D 187484



187484

Illinois Central

Myles L. Tobin
Associate General Counsel

Illinois Central Railroad
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5504

312 755-7621
312 755-7669 Fax

May 8, 1998

VIA FEDERAL EXPRESS

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

ENTERED
Office of the Secretary

MAY 12 1998

Part of
Public Record

Re: **Finance Docket No. 33388, CSX Corporation, et al. - Control and Operating Leases/Agreements-Conrail Inc., et al.**

Dear Secretary Williams:

Illinois Central Railroad Company ("Illinois Central") hereby files this response to the proposal dated April 24, 1998, submitted by certain parties in the above proceeding, to allocate the amount of oral argument time for all parties opposing the transaction. Illinois Central was not a participant in this allocation process developed by a few parties to the proceeding, which, wholly outside of the auspices of the STB, purported to allocate a de minimus oral argument time for Illinois Central. We strongly object to the amount of argument time proposed to be allocated to the "Other Railroads" group (which includes Illinois Central). The proposal will not result in Illinois Central having sufficient time in which to adequately present its argument to the Board.

By letter dated March 31, 1998, Illinois Central advised the Board of its intent to participate in oral argument, and requested twenty minutes in which to present its argument. Before making its request, Illinois Central carefully considered both the complexity and the importance of the issues it will address at oral argument in determining the amount of time it needed to present that argument.

As presently structured, the proposal allocates a total of only 45 minutes of argument time among nine different railroad parties (an average of only 5 minutes each). Although the proposal contemplates that the parties within the group would divide this time among themselves, it is clear that no reasonable division of this time could possibly afford Illinois Central an adequate amount of time for its argument without effectively depriving the other parties in the group of any meaningful time for their argument.

The proposal states that the twelve groups were developed in order to place

together parties "that have raised issues that are common or similar". Although that may be true with respect to other groups, that is certainly not the case with the "Other Railroads" group. None of the other railroads in this group (all of which are Class II or III regional or shortline railroads) have issues (or seek relief) in common with or similar to the issues or relief Illinois Central will address in its argument.

In many markets, Illinois Central will be the only major railroad that can provide alternative routes and service to that provided by the Applicants after the transaction. The issues Illinois Central will address affect hundreds of thousands of carloads moving via major rail corridors and gateways. Illinois Central understands that there is a limited amount of time for argument. However, it is imperative that Illinois Central have adequate time in which to address these issues which are of vital importance to both Illinois Central and the shipping public.

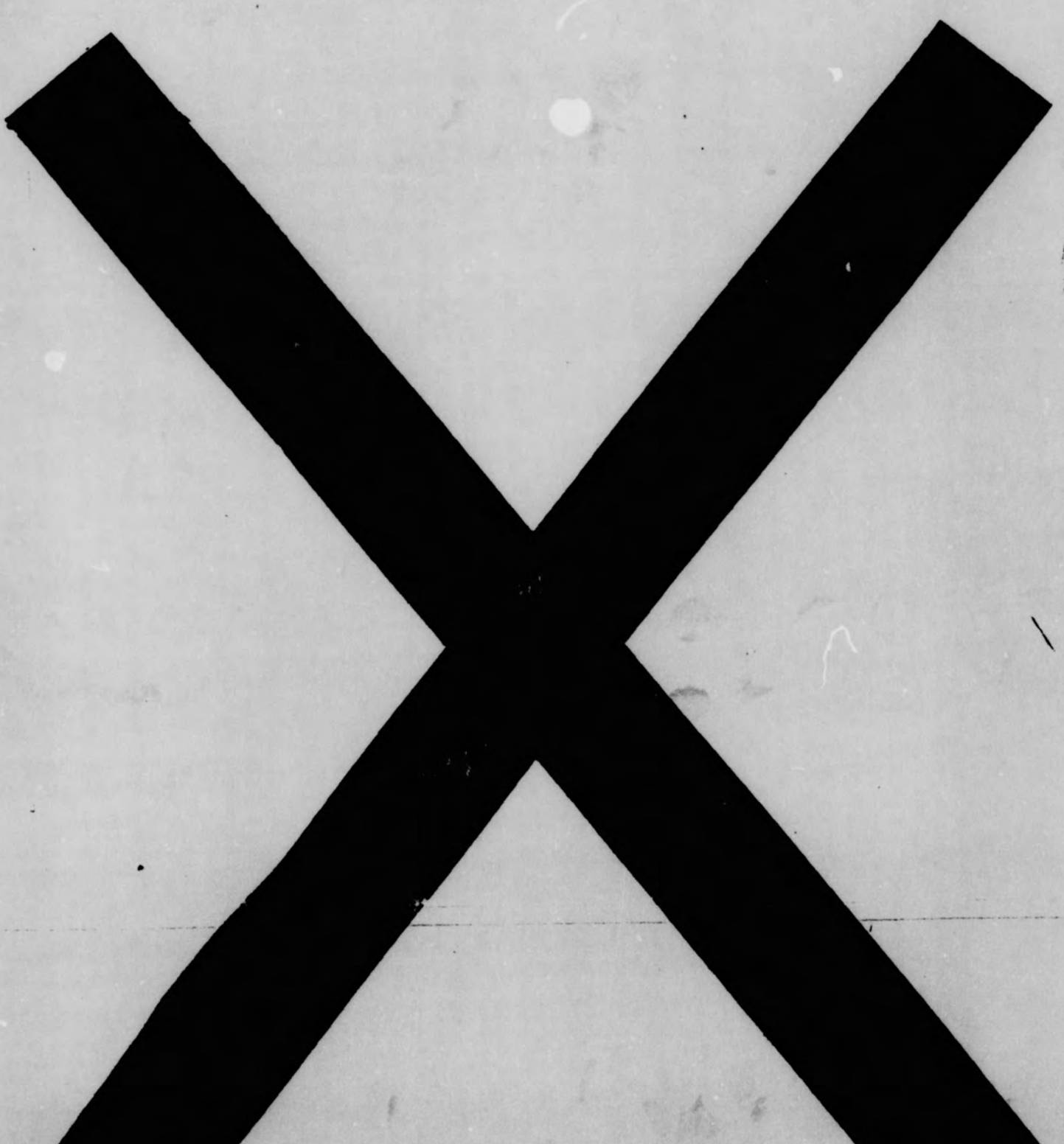
Illinois Central respectfully submits that, if the Board is inclined to adopt a structure similar to the April 24th proposal, then it modify the proposal by increasing the amount of time allocated to the Other Railroads group by fifteen minutes, and specifically allocate that 15 minutes to Illinois Central. The proposed schedule, spread over two days, should easily accommodate this modest amount of argument time. If, instead, the Board chooses to allocate argument time on an individual party basis, Illinois Central respectfully renews its request for twenty minutes of argument time.

Respectfully submitted,

Myles L. Tobin

cc: Honorable Linda Morgan (via fax)
Honorable Gus Owen (via fax)
Honorable David M. Konschnik (via fax)
All Parties of Record

STB FD-33388 4-15-98 D 187134



187134

BEFORE THE

SURFACE TRANSPORTATION BOARD

Finance Docket No. 33388

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

RESPONSE OF APPLICANTS CSX CORPORATION AND CSX TRANSPORTATION, INC., TO PETITION OF CONSOL INC. (CONS-1)

SAMUEL M. SIPE, JR.
Steptoe & Johnson LLP
1330 Connecticut Avenue, N.W.
Washington, D.C. 20036-1795
(202) 429-3000

DENNIS G. LYONS
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555 12th Street, N.W.
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MARK G. ARON
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CSX Corporation
One James Center
901 East Cary Street
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P. MICHAEL GIFTOS
PAUL R. HITCHCOCK
CSX TRANSPORTATION, INC.
500 Water Street
Speed Code J-120
Jacksonville, FL 32202
(904) 359-3100

Counsel for CSX Corporation and CSX Transportation, Inc.

April 14, 1998

CSX-144

BEFORE THE
SURFACE TRANSPORTATION BOARD

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

RESPONSE OF APPLICANTS CSX CORPORATION AND CSX TRANSPORTATION, INC., TO PETITION OF CONSOL INC. (CONS-1)

Applicants CSX Corporation and CSX Transportation, Inc. (collectively, "CSX"), hereby submit their response to the Petition (CONS-1) filed by CONSOL Inc. ("CONSOL") in this matter on April 9, 1998.

In light of the status of CONSOL as the largest producer of coal on the lines of the former Monongahela Railroad (hereinafter, "MGA") and the reasons stated by CONSOL for not having sought to become a party to this case earlier and to file their Comments in accordance with the Board's procedural schedule, CSX interposes no objection to the grant of the Petition filed by CONSOL which simply "asks that it be permitted to intervene in this proceeding, file the attached Comments and Verified Statements and participate in the oral argument."

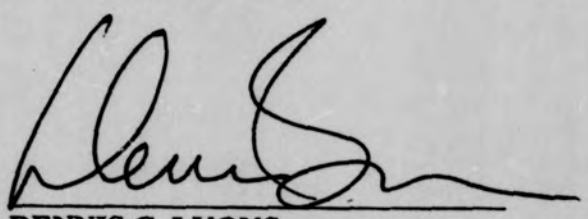
In taking this position, CSX reserves its right at this time to express its views on the substance of the Comments and Verified Statements filed by CONSOL and the relief it requests.

CSX anticipates that if the Board grants the Petition, it will fix a date for Reply Comments and Verified Statements by the Applicants. Since the Applicants have the right to close the Record, we assume that no replies by other parties other than the Applicants will be

permitted, or, if they are permitted, that they will be required to be filed at a time reasonably in advance of the time at which the Applicants' reply comments and reply verified statements are to be filed.

We would respectfully submit that instead of the 20-day period contemplated by the Petition (Petition at 4) for replies by the Applicants, a date closer to the May 15 date referred to in the Comments, such as May 8, 1998, be provided for Applicants' Reply Comments and Verified Statements. Extending the period to this extent might facilitate voluntary agreements and dispositions that would moot the relief requested in the CONSOL Comments.

Respectfully submitted,



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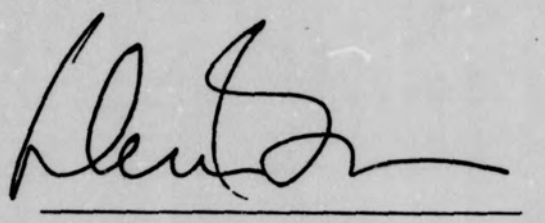
PAUL R. HITCHCOCK
CSX TRANSPORTATION, INC.
500 Water Street
Speed Code J-120
Jacksonville, FL 32202
(904) 359-3100

Counsel for CSX Corporation and CSX Transportation, Inc.

April 14, 1998

CERTIFICATE OF SERVICE

I, Dennis G. Lyons, certify that on April 14, 1998, I have caused to be served a true and correct copy of the foregoing CSX-144, Response of Applicants CSX Corporation and CSX Transportation, Inc., To Petition of CONSOL Inc. (CONS-1), on counsel for the movants and on all parties of Record in Finance Docket No. 33388, by first-class mail, postage prepaid, or by more expeditious means.



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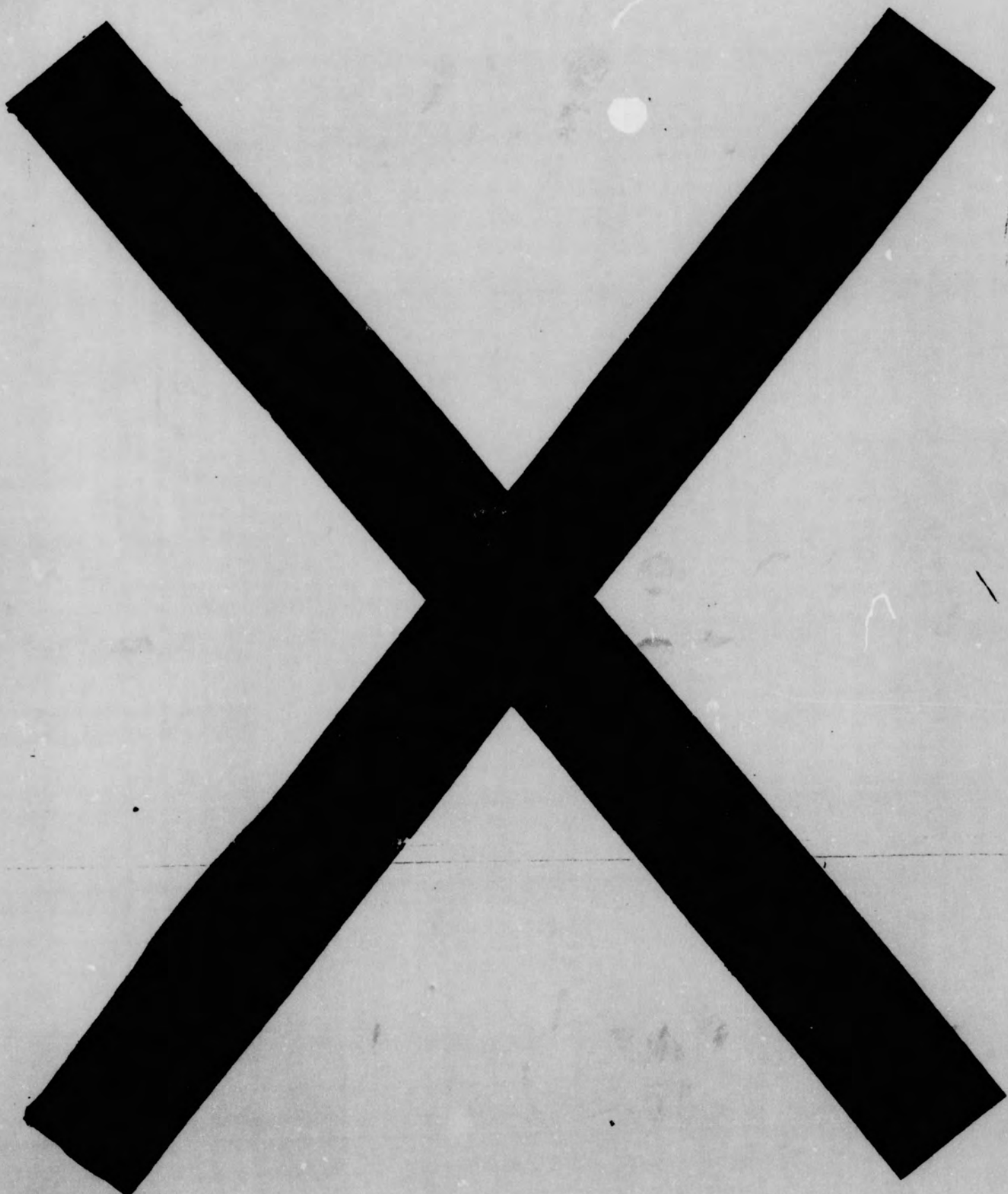


180878

ENRS-1

BEFORE THE

SURFACE TRANSPORTATION BOARD

Finance Docket No. 33388

CSX Corp. et al --- Control and Operating Leases/Agreements --- Conrail Inc. et al.

NOTICE BY ERIE-NIAGARA RAIL STEERING COMMITTEE OF INTENT TO PARTICIPATE

Pursuant to Decision No. 6 in this proceeding (served May 30, 1997), 62 Fed Reg. 29387, Erie-Niagara Rail Steering Committee hereby notifies the Applicants and the Board of its intention to participate in this proceeding as a party of record. The current members of the Erie-Niagara Rail Steering Committee are listed in Attachment A hereto. This will also serve as a request to the Applicants that, pursuant to 49 C.F.R. §1180.4(c)(5)(v), they serve a copy of their primary application on the following, as representatives of the Erie-Niagara Rail Steering Committee:

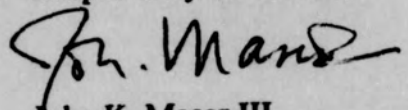
John K. Maser III
Frederic L. Wood
Karyn A. Booth
Donelan, Cleary, Wood & Maser, P.C.
1100 New York Avenue, N.W., Suite 750
Washington, D.C. 20005-3934

Dr. Ronald W. Coan
Executive Director
Erie County Industrial Development Agency
424 Main Street, Suite 300-Liberty Building
Buffalo, NY 14202-3595

This notice is also to request the Board to place the Erie-Niagara Rail Steering Committee and the above representatives on the list of all parties of record that will be

prepared and issued under the provisions of 49 C.F.R. §1180.4(a)(4), as further amplified in Decision 6 at 4-5. In accordance with 49 C.F.R. §1180.4(a)(2), the Erie-Niagara Rail Steering Committee selects the acronym "ENRS-x" for identifying all documents and pleadings it submits in this proceeding.

Respectfully submitted,



John K. Maser III
Frederic L. Wood
Karyn A. Booth
Donelan, Cleary, Wood & Maser, P.C.
1100 New York Avenue, N.W., Suite 750
Washington, D.C. 20005-3934
Tel. (202) 371-9500

Attorneys for:
Erie-Niagara Rail Steering Committee

Dated: July 31, 1997
Due Date: August 7, 1997

Attachment A

ERIE-NIAGARA RAIL STEERING COMMITTEE

Erie County Industrial Development Agency
424 Main Street, Ste.300-Liberty Building
Buffalo, NY 14202

County of Erie
95 Franklin Street, Room 106
Buffalo, NY 14202

County of Niagara
3240 Beechwood Circle
Niagara Falls, NY 14304

Niagara Business Alliance
151 West Genesee Street
Lockport, NY 14094

Greater Buffalo Partnership
Main Place Tower, Suite 300
Buffalo, NY 14202

Niagara Mohawk Power Corporation
300 Erie Boulevard, West
Syracuse, NY 13202

New York State Electric & Gas Corporation
Box 3287
Ithaca, NY 14852

General Mills, Inc.
54 South Michigan Avenue
Buffalo, NY 14203

CERTIFICATE OF SERVICE

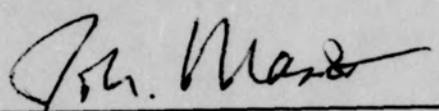
I hereby certify that I have this 31st day of July, 1997, served a copy of the foregoing notice upon the following persons, by telecopy and by first-class mail, postage prepaid, in accordance with the Board's Rules of Practice:

Dennis G. Lyons
Arnold & Porter
555 12th Street, N.W.
Washington, D.C. 20004-1202

Richard A. Allen
Zuckert, Scout & Rasenberger, LLP
888 Seventh Street, N.W., Suite 600
Washington, D.C. 20006-3939

Paul A. Cunningham
Harkins Cunningham
1300 Nineteenth Street, N.W., Suite 600
Washington, D.C. 20036

Honorable Jacob Leventhal
Administrative Law Judge
Federal Energy Regulatory Commission
888 First Street, N.E., Suite 11F
Washington, D.C. 20426



John K. Maser III

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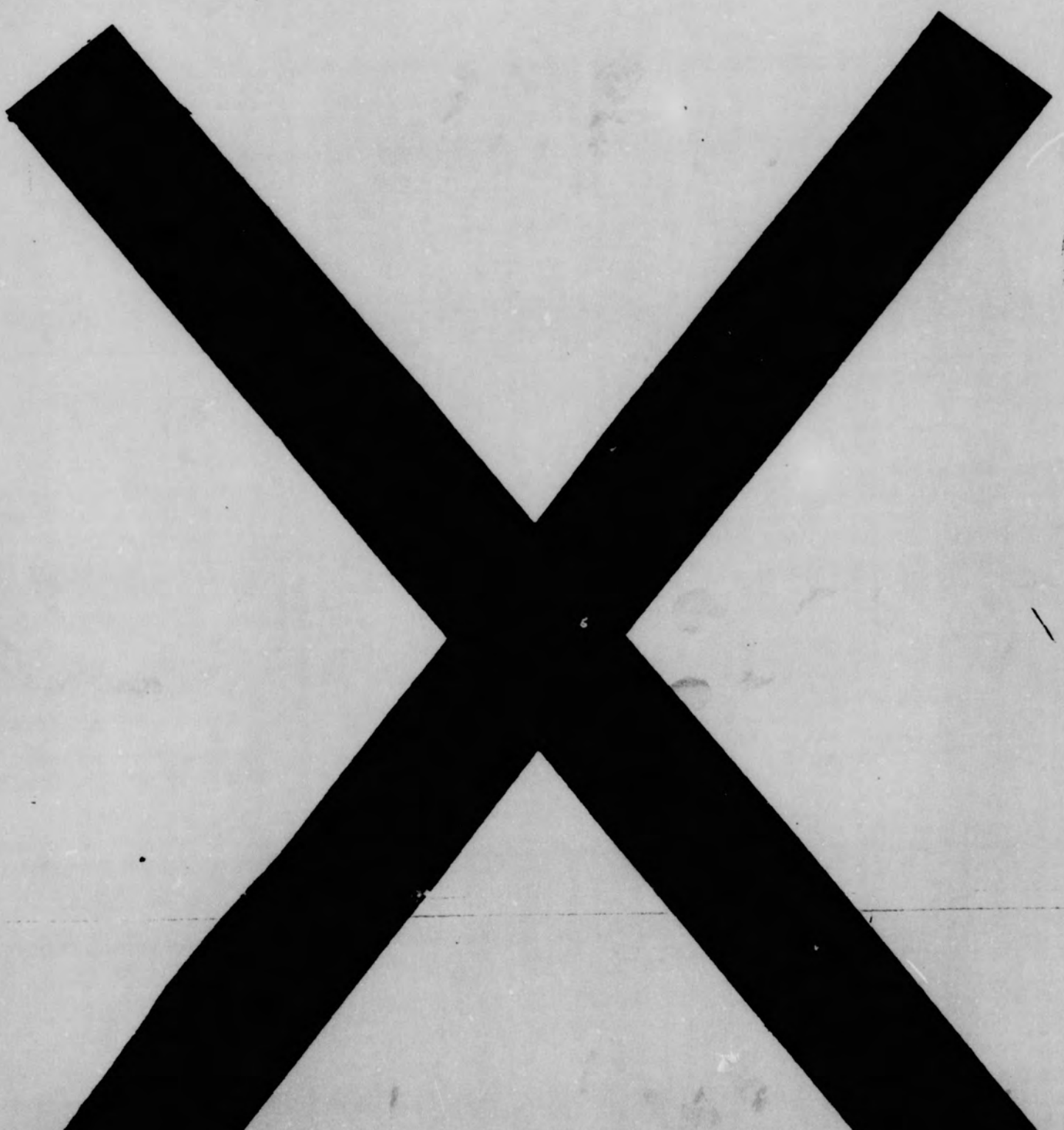

180858

FILE COPY

Vorys, Sater, Seymour and Pease

52 East Gay Street • Post Office Box 1008 • Columbus, Ohio 43216-1008 • Telephone (614) 464-6400 • Facsimile (614) 464-6350 • Telex 241348 • Cable VORYSATER

Writer's Direct Dial Number
(614) 464-8318

July 30, 1997

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

Re: 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

NOTICE OF INTENT TO PARTICIPATE
OF FRATERNAL ORDER OF POLICE,
NATIONAL LABOR COUNCIL, CONRAIL NO. 1

Dear Secretary Williams:

Please take notice that the Fraternal Order of Police, National Labor Council, Conrail No. 1 ("FOP-NLC-Conrail No. 1") intends to participate in the above-referenced proceedings before the Surface Transportation Board. The FOP-NLC-Conrail No. 1 is the duly authorized, designated, and recognized representative of the Conrail employees in the craft or class of Police Officers below the rank of Captain. See Consolidated Rail Corp., 16 NMB 377 (1989).

Additionally, Allen S. Kinzer of the law firm of Vorys, Sater, Seymour and Pease, 52 East Gay Street, P. O. Box 1008, Columbus, Ohio 43216-1008, and Stephen H. Brown of the law firm of Vorys, Sater, Seymour and Pease, 1828 L Street N.W., 11th Floor, Washington, D.C. 20036-5109, hereby enter

their appearance as the representatives of the Fraternal Order of Police, National Labor Council, Conrail No. 1.

Respectfully submitted,

Allen S. Kinzer

Stephen H. Brown

ASK/SHB/mps

cc: Administrative Law Judge Jacob Leventhal
Dennis G. Lyons, Esq.
Paul A. Cunningham, Esq.
Richard A. Allen, Esq.