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NATIONAL RAILROAD PASSENGER CORPORATION

60 Massachusetts Avenue, NE, Washington, DC 20002



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August 22, 2001

The Honorable Melvin F. Clemens, Jr.  
Director, Office of Compliance and Enforcement  
Surface Transportation Board  
Room 784  
1925 K Street, N.W.  
Washington, D.C. 20423

OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

AUG 27 12 54 PM '01

RECEIVED  
SURFACE TRANSPORTATION  
BOARD

Re: Finance Docket No. 33388, *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company – Control and Operating Leases/Agreements – Conrail Inc. and Consolidated Rail Corporation*  
Quarterly Report re. Amtrak On-Time Performance

Dear Mr. Clemens:

On behalf of NS, CSX and itself, the National Railroad Passenger Corporation ("Amtrak") hereby submits the eighth quarterly report regarding the on-time performance of Amtrak trains operated over the lines of NS and CSX since the implementation of the Conrail acquisition. This report covers the period from April 1, 2001 through June 30, 2001.

The on-time performance measurements shown in the attached report, which reflect the performance of all Amtrak trains operated by NS or CSX over lines formerly owned by Conrail, are based upon the measures used by the parties for determining contract incentive payments. For incentive purposes, a train is considered "on time" if it arrives at its destination, or an intermediate "checkpoint" where performance is measured, within the scheduled running time for that segment plus a "tolerance" of 5 minutes for trips operating under 400 miles and 10 minutes for trips over 400 miles. Certain delays not within the control of NS or CSX, such as delayed departures, longer than scheduled station stops, and delays due to mechanical problems with Amtrak equipment, are excluded. Performance is measured separately at each checkpoint.

Amtrak's comment on the report, which is set forth below, represents its own views and not the views of NS or CSX.

### **Amtrak's Comment**

During the second quarter of 2001, Amtrak's overall on-time performance on both CSX- and NS-operated lines acquired from Conrail was better than during the "base period" preceding the implementation of the Conrail acquisition. This is the first quarter in which this has been the case.

On ex-Conrail lines operated by NS, overall on-time performance was 80.2%, which is three percentage points greater than during the pre-acquisition "base period" and a 4.4 percentage point improvement over the previous quarter. This improvement is primarily attributable to improved on-time performance by long distance trains on NS's Harrisburg-Pittsburgh-Chicago line. On-time performance of trains operating over lines NS owned prior to the Conrail acquisition, which is not reflected in the attached figures, continued to be good.

As has been the case for some time now, CSX on-time performance on ex-Conrail lines (89.3%) was better than Conrail's "base period" performance on the same lines, although it was slightly lower than the previous quarter's 92.7% figure.

The results of the past quarter suggest that the majority of the on-time performance problems that developed on NS and CSX in the aftermath of the Conrail acquisition have been remedied. The freight train congestion and slow order problems that remain are generally limited to a few CSX lines that Amtrak has identified in previous reports, including CSX's Jacksonville-to-New Orleans line and portions of CSX's Washington-to-Florida lines. (Performance of Amtrak trains operating over these lines is not reflected in the attached data.) However, even on some of these lines, there have been positive developments during the last quarter. For example, a joint initiative by Amtrak and CSX to reduce delays on Amtrak's Lorton, VA-to-Sanford, FL Auto Train has resulted in an immediate and significant improvement in that train's on-time performance.

### **Future Oversight**

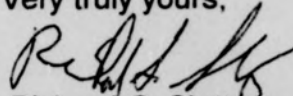
The Board's oversight condition regarding Amtrak on-time performance will continue until May 31, 2004. However, Amtrak believes that this is an appropriate time to discontinue the regular quarterly reports that Amtrak has been submitting to the Office of Compliance and Enforcement. Given the improvement in the overall performance on NS and CSX that this report reflects, and that the remaining problems are concentrated on a few individual lines (most of which are not the ex-Conrail lines for which on-time performance data are being provided), Amtrak believes that the need for

The Honorable Melvin F. Clemens, Jr.  
August 22, 2001  
Page 3

regular reporting has significantly diminished. CSX and NS concur with Amtrak's proposal to eliminate regular reporting.

Amtrak appreciates the attention that the Board, and particularly the Office of Compliance and Enforcement, have given to the on-time performance of Amtrak trains in their continuing oversight of the Conrail acquisition. The implementation of the Conrail acquisition has created many difficult problems for Amtrak, its guests, and its employees. Nonetheless, Amtrak appreciates the efforts that NS and CSX have made to resolve those problems, and is particularly pleased that the parties have been able to address them without Board intervention.

Very truly yours,



Richard G. Slattery  
Senior Associate General Counsel

Attachments

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

Peter J. Shudtz, Esq.  
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**CONRAIL/NORFOLK SOUTHERN  
ON-TIME PERFORMANCE<sup>(1)</sup> FOR AMTRAK TRAINS  
PERFORMANCE BY CHECKPOINT  
APRIL - JUNE, 2001**

Train	Location	Conrail June 98 thru May 99	NS Previous Quarter	NS Apr-01 thru Jun-01	Percentage Point Difference	
					From Conrail to NS Apr-Jun 2001	NS Prev Qtr to NS Apr-Jun 2001
29	Origin Bloom(Pittsburgh, PA)					
	Checkpoint Toledo, OH	79.5%	75.0%	78.0%	(4.5)	3.0
	Checkpoint 21st St (Chicago, IL)	75.7%	68.5%	68.1%	(7.6)	(0.4)
30	Origin 21st St (Chicago, IL)					
	Checkpoint Toledo, OH	73.8%	62.2%	64.8%	(9.0)	2.6
	Checkpoint Bloom(Pittsburgh, PA)	54.5%	42.7%	45.6%	(8.9)	2.9
40	Origin New Castle, PA					
	Checkpoint Harrisburg, PA	75.6%	93.3%	87.9%	12.3	(5.4)
41	Origin Harrisburg, PA					
	Checkpoint New Castle, PA	83.2%	95.6%	93.4%	10.2	(2.2)
43	Origin Harrisburg, PA					
	Checkpoint Cleveland, OH (2)	88.9%	76.4%	76.9%	(12.0)	0.5
	Checkpoint 21st St (Chicago, IL)	78.5%	84.3%	84.4%	5.9	0.1
44	Origin 21st St (Chicago, IL)					
	Checkpoint Cleveland, OH (2)	74.3%	64.4%	92.3%	18.0	27.9
	Checkpoint Harrisburg, PA	52.4%	53.9%	78.0%	25.6	24.1
48	Origin 21st St (Chicago, IL)					
	Checkpoint Cleveland, OH (2)	74.4%	47.8%	60.4%	(14.0)	12.6
49	Origin Cleveland, OH (2)					
	Checkpoint 21st St (Chicago, IL)	70.1%	66.3%	76.9%	6.8	10.6
350,352, 354	Origin 21st St (Chicago, IL)					
	Checkpoint Vinewood(Detroit, MI)	89.4%	92.2%	89.0%	(0.4)	(3.2)
351,353, 355	Origin Vinewood(Detroit, MI)					
	Checkpoint 21st St (Chicago, IL)	76.6%	78.4%	82.7%	6.1	4.3
364	Origin 21st St (Chicago, IL)					
	Checkpoint Gord(Battle Creek, MI)	81.3%	95.6%	86.8%	5.5	(8.8)

(1) Based on Amtrak's contractual arrangement for incentives with the respective railroads.

(2) Measurement for Conrail was to or from Toledo.



**CONRAIL/NORFOLK SOUTHERN  
ON-TIME PERFORMANCE<sup>(1)</sup> FOR AMTRAK TRAINS  
PERFORMANCE BY CHECKPOINT  
APRIL - JUNE, 2001**

Train	Location	Conrail June 98 thru May 99	NS Previous Quarter	NS Apr-01 thru Jun-01	Percentage Point Difference	
					From Conrail to NS Apr-Jun 2001	NS Prev Qtr to NS Apr-Jun 2001
365/367	Origin Gord(Battle Creek, MI)					
	Checkpoint 21st St (Chicago, IL)	75.4%	87.5%	87.9%	12.5	0.4
370	Origin 21st St (Chicago, IL)					
	Checkpoint CP-482(Michigan City, MI)	84.6%	65.6%	78.0%	(6.6)	12.4
371	Origin CP-482(Michigan City, MI)					
	Checkpoint 21st St (Chicago, IL)	67.4%	83.1%	89.0%	21.6	5.9
Total		77.2%	75.8%	80.2%	3.00%	4.40%

(1) Based on Amtrak's contractual arrangement for incentives with the respective railroads.

**Conrail / CSXT**  
**On-time Performance<sup>(1)</sup> for Amtrak Trains**  
**Performance By Checkpoint**

<u>Train</u>	<u>Location</u>	<u>Conrail</u>	<u>CSXT</u>	<u>CSXT</u>	<u>Percentage Point Difference</u>	
		<u>June 98</u> <u>thru</u> <u>May 99</u>	<u>Previous</u> <u>Quarter</u>	<u>April 2001</u> <u>thru</u> <u>June 2001</u>	<u>From Conrail</u> <u>to CSXT</u> <u>April-Jun 01</u>	<u>CSXT Prev Qtr</u> <u>to CSXT</u> <u>Apr-Jun 01</u>
48/448	Origin Cleveland, OH (2)					
	Checkpoint Albany, NY	47.8%	91.0%	93.3%	45.5	2.3
	Checkpoint CP-75(Poughkeepsie, NY)	53.2%	90.0%	61.1%	7.9	(28.9)
	Checkpoint Boston, MA	56.6%	92.1%	94.4%	37.8	2.3
449	Origin Boston, MA					
	Checkpoint Albany, NY	79.3%	94.4%	67.8%	(11.5)	(26.6)
49	Origin CP-75(Poughkeepsie, NY)					
	Checkpoint Albany, NY	98.3%	100.0%	96.7%	(1.6)	(3.3)
	Checkpoint Cleveland, OH (2)	78.3%	90.8%	77.5%	(0.8)	(13.3)
50	Origin Maynard(Dyer, IN) (5)					
	Checkpoint Indianapolis, IN (4)	97.9%	81.8%	89.0%	(8.9)	7.2
	Checkpoint Charleston WV (3)	89.8%	84.6%	94.4%	4.6	9.8
	Checkpoint Orange(17 mi.W of Culpeper, VA) (3)	86.6%	84.2%	64.9%	(21.7)	(19.3)
51	Origin Orange(17 mi.W of Culpeper, VA) (3)					
	Checkpoint Charleston WV (3)	87.4%	100.0%	97.4%	10.0	(2.6)
	Checkpoint Indianapolis, IN (4)	84.8%	84.2%	91.9%	7.1	7.7
	Checkpoint Maynard(Dyer, IN) (5)	89.9%	68.2%	83.1%	(6.8)	14.9
63/281/ 283	Origin CP-75(Poughkeepsie, NY)					
	Checkpoint CP-169(8 mi.S of Amsterdam, NY)	90.0%	98.9%	97.8%	7.8	(1.1)
	Checkpoint CP296(Syracuse, NY)	75.0%	94.4%	81.5%	6.5	(12.9)
	Checkpoint Niagara Falls, NY	76.9%	94.1%	83.8%	6.9	(10.3)
64/284/ 286/288	Origin Niagara Falls, NY					
	Checkpoint CP296(Syracuse, NY)	76.3%	90.6%	86.8%	10.5	(3.8)
	Checkpoint CP-169(8 mi.S of Amsterdam, NY)	76.5%	84.3%	71.1%	(5.4)	(13.2)
	Checkpoint CP-75(Poughkeepsie, NY)	77.7%	88.0%	77.6%	(0.1)	(10.4)

(1) Based on Amtrak's contractual arrangement for incentives with the respective railroads.

(2) Measurement for Conrail was to or from Toledo.

(3) Performance for 6/1/98 thru 5/31/99 is for CSXT.

(4) Includes train 318.

(5) Includes train 317.

**Conrail / CSXT**  
**On-time Performance<sup>(1)</sup> for Amtrak Trains**  
**Performance By Checkpoint**

<u>Train</u>	<u>Location</u>	<u>Conrail</u>	<u>CSXT</u>	<u>CSXT</u>	<u>Percentage Point Difference</u>	
		<u>June 98</u> <u>thru</u> <u>May 99</u>	<u>Previous</u> <u>Quarter</u>	<u>April 2001</u> <u>thru</u> <u>June 2001</u>	<u>From Conrail</u> <u>to CSXT</u> <u>Apr-Jun 01</u>	<u>CSXT Prev Qtr</u> <u>to CSXT</u> <u>Apr-Jun 01</u>
55	Origin Palmer(15 mi.N of Springfield, MA) Checkpoint Springfield, MA	81.2%	97.7%	95.2%	14.0	(2.5)
56	Origin Springfield, MA Checkpoint Palmer(15 mi.N of Springfield, MA)	90.9%	96.6%	96.7%	5.8	0.1
145	Origin Boston, MA Checkpoint Springfield, MA	84.6%	92.1%	75.3%	(9.3)	(16.8)
142/172/ 178	Origin Springfield, MA Checkpoint Boston, MA	93.9%	95.4%	82.0%	(11.9)	(13.4)
289	Origin CP-75(Poughkeepsie, NY) Checkpoint CP-169(8 mi.S of Amsterdam, NY) Checkpoint Syracuse, NY	87.2% 91.5%	92.3% 100.0%	100.0% 100.0%	12.8 8.5	7.7 0.0
68/70/246/ 294/296	Origin Schenectady, NY Checkpoint CP-75(Poughkeepsie, NY)	96.7%	99.2%	98.6%	1.9	(0.6)
69/291/ 293	Origin CP-75(Poughkeepsie, NY) Checkpoint Schenectady, NY	93.0%	98.4%	97.1%	4.1	(1.3)
238/240/ 238/242/ 244/248/ 250/254/ 256/262/ 264	Origin Albany, NY Checkpoint CP-75(Poughkeepsie, NY)	92.3%	99.0%	98.4%	6.1	(0.6)
299	Origin Albany, NY Checkpoint Schenectady, NY	87.9%	84.6%	98.7%	10.8	14.1
251/253/ 257/259/ 265/267/ 269/271/ 273/277	Origin CP-75(Poughkeepsie, NY) Checkpoint Albany, NY	94.4%	99.0%	98.9%	4.5	(0.1)
<b>Totals</b>		<b>84.7%</b>	<b>92.7%</b>	<b>89.3%</b>	<b>4.6</b>	<b>(3.4)</b>

(1) Based on Amtrak's contractual arrangement for incentives with the respective railroads.

STB

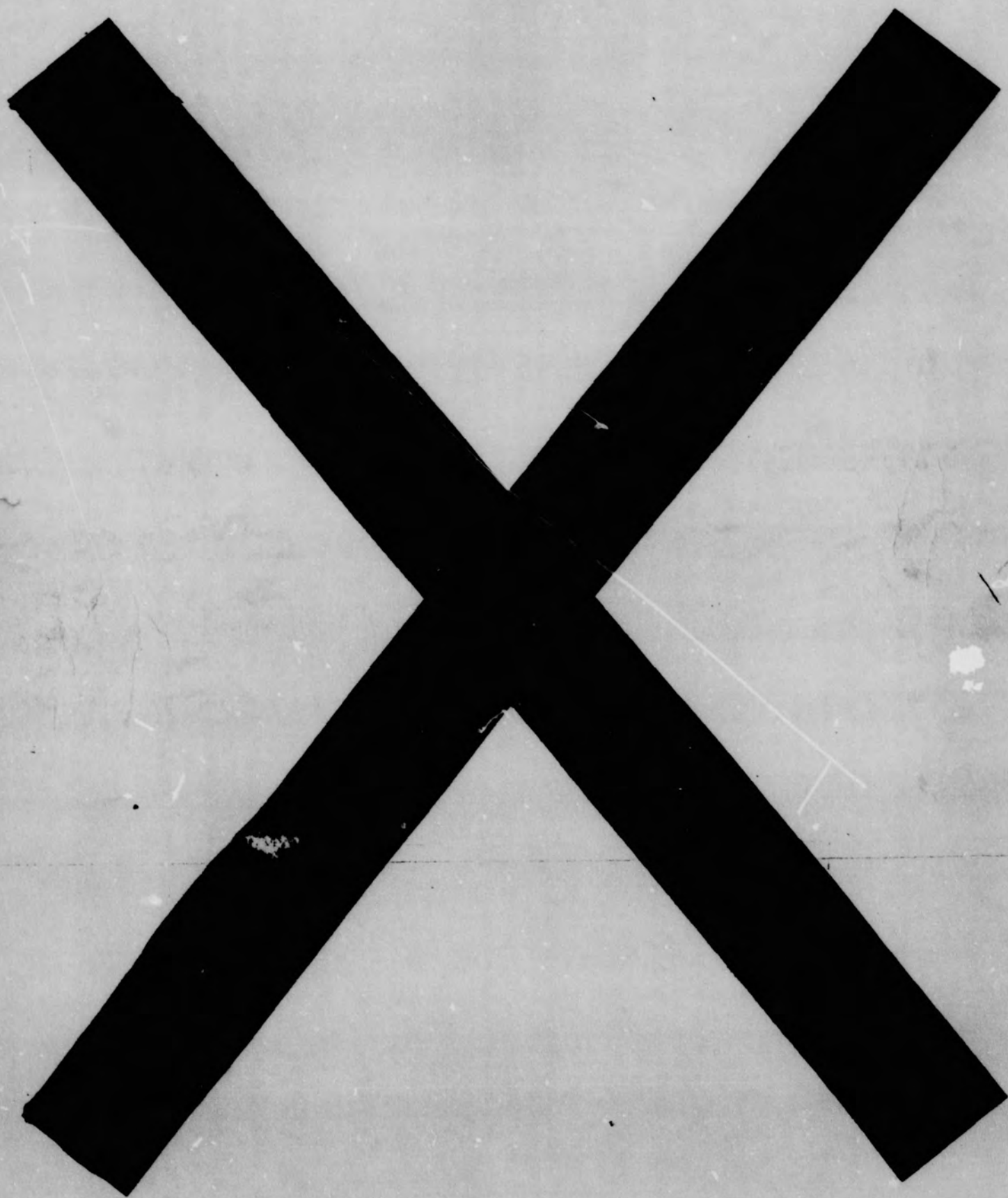
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## SURFACE TRANSPORTATION BOARD

*Memorandum*

D

DATE: September 27, 2001

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

FROM : Mel Clemens, Director  
Office of Compliance and Enforcement

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

ENTERED  
Office of the Secretary

SEP 27 2001

Part of  
Public Record

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

## Attachments

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





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

September 26, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, September 21st. Cars on-line improved slightly from 240,688 to 240,287 cars. Train velocity was a record 22.1 miles-per-hour for the second week in a row. Terminal dwell improved from 24.5 to 23.6 hours, the lowest weekly average recorded since Split!

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

#### **Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved favorably six percentage points to 82%. The percent of trains in the more-than-six-hours-late category moved favorably four percentage points to 0%.

#### **Yards and Terminals**

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

#### **Corridor Performance**

Three of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 93%. Overall, the on-time-to-two-hours-late category was 81%, improving four percentage points from last week. The greater-than-six-hours-late category was 7%, improving four percentage points from last week.

## **Shared Areas**

Daily average on hand cars decreased at North Yard and Pavonia, and increased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.1 hours, down from 29.1 hours the prior week.

## **Additional Measurements**

Train Delay Metric: For 713 train starts, weekly train delay totaled 20 hours for Power and 37 hours for Crew. Power delay hours decreased, and Crew delay hours increased from the previous week.

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

Daily Crew Availability Percentage: Crew Availability Percentage was 81%, improved two percentage points from last week.

Daily Number of Recrews Required: Of 1762 crew starts, 38 (2%) were recrewed, improved one percentage point from the previous week.

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

Locomotives: Gross Locomotives = 3761, Average Available = 3479, and Out-of-Service Ratio = 4.6%, improved from 5.0% the previous week.

Cars Offered in Interchange: averaged 234 cars daily, 23 of which were for the Norfolk Southern. The NS-offered and the total-offered both decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 50% for 10 AMTRAK trains (Pittsburgh – Washington) and 92% for 82 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 22 weeks.

Last week CSXT met the goal for 17 of the 18 key third quarter service measurements. Goals were met for FRA-reportable injuries, cars on-line, overall train velocity, merchandise train velocity, slow order miles, crews on duty more than 12 hours, relief crews, crew delay hours, car dwell, right connection, on-time train originations, on-time destination arrivals, 30-hour cars, industrial switching, hours of locomotive delay, CSXT locomotive out-of-service ratio, and leased locomotive out-of-service ratio. Overall, the company set new records for Car Dwell, On-time Origination, and On-time Destination Arrival. Six other measures equaled their previous records for the year.



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

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 09/21/01

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	397	265	426	354	465
	Cars On Hand - Empty	265	324	462	450	386
	Cars On Hand - Total	662	589	888	804	851
	Cars Handled	713	515	689	612	613
	Dwell Hours	30.2	34.6	26.8	26.3	30.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	283	217	364	234	254
	Cars On Hand - Empty	249	312	373	367	372
	Cars On Hand - Total	532	529	737	601	626
	Cars Handled	291	389	419	380	643
	Dwell Hours	45.7	29.0	24.9	26.0	15.1
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	60	149	164	158	132
	Cars On Hand - Empty	84	103	188	206	152
	Cars On Hand - Total	144	252	352	364	284
	Cars Handled	228	321	285	284	211
	Dwell Hours	8.1	18.5	23.0	21.9	21.7

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

Overall terminal dwell time was 26.1 hours, down from 29.1 hours last week.

## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01
North Jersey SAA	Number of Originations	5	6	7	9	7
	% Ontime	80%	67%	57%	56%	14%
	% Late 0-2 Hours	20%	33%	43%	33%	29%
	% Late 2-4 Hours	0%	0%	0%	11%	29%
	% Late 4-6 Hours	0%	0%	0%	0%	14%
	% Late GT 6 Hours	0%	0%	0%	0%	14%
South Jersey SAA	Number of Originations	0	2	3	2	2
	% Ontime	0%	50%	100%	0%	50%
	% Late 0-2 Hours	0%	50%	0%	100%	50%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	7	8	9	8
	% Ontime	83%	86%	38%	56%	75%
	% Late 0-2 Hours	17%	0%	63%	22%	13%
	% Late 2-4 Hours	0%	14%	0%	11%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	13%
	% Late GT 6 Hours	0%	0%	0%	11%	0%

**CSX Comments:** Total road train delays were 38 trains. Crew delays were 5 trains for 20 hours; 6 trains were delayed 23 hours for power; originating trains 27 for 150 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

#### CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01	Average
Cars Offered	NS	4	18	18	34	42	23
	All Other	295	262	132	88	279	211
	Total	299	280	150	122	321	234

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	50%	100%	0%	50%
MARC	Trains	16	16	16	16	18	82
	% On Time	94%	94%	94%	88%	89%	92%

AMTK measured according to contract with CSXT.



**Surface Transportation Board**  
**Performance Measures**  
**CSXT Train Crew Delay**

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	09/15/01	09/16/01	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01	Total
Baltimore	Train Crew Starts	20	16	18	15	16	17	22	124
	Crews Delayed +2 Hours	7	9	4	6	8	8	8	50
	% Delayed +2 Hours	35%	56%	22%	40%	50%	47%	36%	40%
Buffalo	Train Crew Starts	49	42	36	38	45	46	50	306
	Crews Delayed +2 Hours	3	3	4	0	4	8	6	28
	% Delayed +2 Hours	6%	7%	11%	0%	9%	17%	12%	9%
Chicago	Train Crew Starts	28	23	27	27	23	25	20	173
	Crews Delayed +2 Hours	9	10	5	8	3	8	8	51
	% Delayed +2 Hours	32%	43%	19%	30%	13%	32%	40%	29%
Cincinnati	Train Crew Starts	37	33	32	28	32	37	40	239
	Crews Delayed +2 Hours	5	10	7	4	8	6	9	49
	% Delayed +2 Hours	14%	30%	22%	14%	25%	16%	23%	21%
Cleveland	Train Crew Starts	23	22	26	17	21	21	24	154
	Crews Delayed +2 Hours	3	7	4	3	8	9	5	39
	% Delayed +2 Hours	13%	32%	15%	18%	38%	43%	21%	25%
Cumberland	Train Crew Starts	34	34	23	28	32	29	31	211
	Crews Delayed +2 Hours	5	2	2	3	2	2	8	24
	% Delayed +2 Hours	15%	6%	9%	11%	6%	7%	26%	11%
Detroit	Train Crew Starts	4	3	4	5	6	3	4	29
	Crews Delayed +2 Hours	1	0	1	2	1	1	1	7
	% Delayed +2 Hours	25%	0%	25%	40%	17%	33%	25%	24%
Philadelphia	Train Crew Starts	14	11	11	11	14	14	15	90
	Crews Delayed +2 Hours	3	0	2	3	1	3	2	14
	% Delayed +2 Hours	21%	0%	18%	27%	7%	21%	13%	16%
Selkirk	Train Crew Starts	51	39	29	43	47	47	49	304
	Crews Delayed +2 Hours	14	16	10	6	13	11	15	85
	% Delayed +2 Hours	28%	41%	34%	14%	28%	23%	31%	28%
Toledo	Train Crew Starts	30	27	28	31	33	29	31	209
	Crews Delayed +2 Hours	10	4	0	4	3	5	4	30
	% Delayed +2 Hours	33%	15%	0%	13%	9%	17%	13%	14%
Willard	Train Crew Starts	41	42	36	35	38	44	42	278
	Crews Delayed +2 Hours	11	7	6	8	6	12	15	65
	% Delayed +2 Hours	27%	17%	17%	23%	16%	27%	36%	23%

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

## Surface Transportation Board Performance Measures

### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	09/15/01	09/16/01	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01	Total
Train Delay	Originating Train Starts	103	95	98	94	104	104	115	713
	Delayed Hours - Power	4	5	0	0	1	3	7	20
	Delayed Hours - Crews	7	8	0	6	0	4	12	37

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

### Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	09/15/01	09/16/01	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01	Average
Crew Availability		79%	78%	81%	82%	83%	83%	81%	81%

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

### Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	09/15/01	09/16/01	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01	Total
Crews/Recrews	Train Crew Starts	268	227	221	246	266	256	278	1762
	Recrews	10	6	5	3	5	5	4	38
	% Recrewed	4%	3%	2%	1%	2%	2%	1%	2%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	09/15/01	09/16/01	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01	Average
Locomotives	Gross Fleet Size	3761	3762	3779	3761	3764	3750	3748	3761
	Avg. Number Available	3458	3463	3484	3494	3490	3490	3472	3479
	OOS Ratio	4.6	5.0	4.6	4.8	4.6	4.4	4.3	4.6

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	09/15/01	09/16/01	09/17/01	09/18/01	09/19/01	09/20/01	09/21/01	Average
Train Delay	Philadelphia/South Jersey	1	1	2	0	1	1	1	1
	North Jersey	10	3	4	1	4	4	3	4
	Detroit	1	0	0	0	1	0	0	0

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

**George A. Aspatore**  
**General Solicitor**

(757) 629-2657  
(757) 533-4872  
E-mail [gaaspato@nscorp.com](mailto:gaaspato@nscorp.com)

September 26, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending September 21, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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



Mr. Melvin F. Clemens, Jr.  
September 26, 2001  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

September 26, 2001

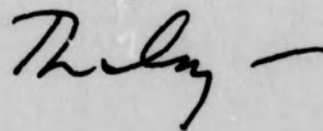
Mr. Melvin F. Clemens, Jr.  
Director, Office of Compliance and Enforcement  
Surface Transportation Board  
1925 K Street, NW  
Washington, D.C. 20423-0001

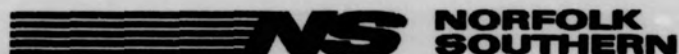
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell remained constant. On the monitored corridors and Chicago gateway operations, 66 trains were held for terminal delays, 49 trains were held for crews, and 19 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Oak Island and decreased at North Yard and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. The number of reported road train delays for crews and power increased from last week. Five trains were delayed 20 hours for lack of crews and 6 trains were delayed 23 hours awaiting power. Twenty-seven originating trains were delayed a total of 150 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 57% of the delay hours reported in the SAAs.

Sincerely,

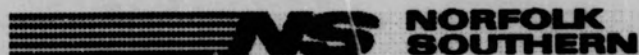
A handwritten signature in dark ink, appearing to read "Thelma", followed by a horizontal line.



For the week ending 9/21/01

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	84	60	144	228	8.1
	#####	850	103	149	252	321	18.5
	#####	850	188	164	352	285	23.0
	#####	850	206	158	364	284	21.9
	#####	850	152	132	284	211	21.7
North Yard MI Average		850	147	133	279	266	18.9
Oak Island NJ	#####	1200	265	397	662	713	30.2
	#####	1200	324	265	589	515	34.6
	#####	1200	462	426	888	639	26.8
	#####	1200	450	354	804	612	26.3
	#####	1200	386	465	851	613	30.2
Oak Island NJ Average		1200	377	381	759	628	29.4
Pavonia NJ	#####	900	249	283	532	291	45.7
	#####	900	312	217	529	389	29.0
	#####	900	373	364	737	419	24.9
	#####	900	367	234	601	380	26.0
	#####	900	372	254	626	643	15.1
Pavonia Average		900	335	270	605	424	25.7

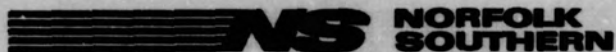


For the week ending 9/21/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	17-Sep	6	83%	17%	0%	0%	0%
	18-Sep	7	86%	0%	14%	0%	0%
	19-Sep	8	38%	63%	0%	0%	0%
	20-Sep	9	56%	22%	11%	0%	11%
	21-Sep	8	75%	13%	0%	13%	0%
Detroit Total		38	66%	24%	5%	3%	3%
North Jersey Total	17-Sep	5	80%	20%	0%	0%	0%
	18-Sep	6	67%	33%	0%	0%	0%
	19-Sep	7	57%	43%	0%	0%	0%
	20-Sep	9	56%	33%	11%	0%	0%
	21-Sep	7	14%	29%	29%	14%	14%
North Jersey Total		34	53%	32%	9%	3%	3%
South Jersey Total	17-Sep	0	0%	0%	0%	0%	0%
	18-Sep	2	50%	50%	0%	0%	0%
	19-Sep	3	100%	0%	0%	0%	0%
	20-Sep	2	0%	100%	0%	0%	0%
	21-Sep	2	50%	50%	0%	0%	0%
South Jersey Total		9	56%	44%	0%	0%	0%
Grand Total		81	59%	30%	6%	2%	2%



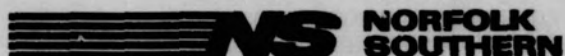


For the week ending 9/21/01

**Shared Asset Area Trains Held**

area	Sat 15-Sep	Sun 16-Sep	Mon 17-Sep	Tue 18-Sep	Wed 19-Sep	Thu 20-Sep	Fri 21-Sep	Grand Total
North Jersey	10	3	4	1	4	4	3	29
South Jersey	1	1	2	0	1	1	1	7
Detroit	1	0	0	0	1	0	0	2

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



#### NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	0	45	12	30	19	106
<b>Total</b>	<b>0</b>	<b>45</b>	<b>12</b>	<b>30</b>	<b>19</b>	<b>106</b>

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

#### NS Northern Region Train Starts and Delays

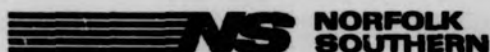
	Saturday 15-Sep	Sunday 16-Sep	Monday 17-Sep	Tuesday 18-Sep	Wednesday 19-Sep	Thursday 20-Sep	Friday 21-Sep	Grand Total
# of Train Starts	139	128	160	155	150	162	163	1057
<b>Delay Cause</b>								
Crew Delays (hrs)	42.7	17.3	11.5	2.8	0.0	4.5	8.3	87.2
Power Delays (hrs)	13.3	15.8	23.8	14.3	9.5	3.0	75.5	155.0

The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

	Saturday 15-Sep	Sunday 16-Sep	Monday 17-Sep	Tuesday 18-Sep	Wednesday 19-Sep	Thursday 20-Sep	Friday 21-Sep	average
<b>Fleet Size</b>	3189	3181	3193	3177	3176	3203	3190	3187
<b>available</b>	3022	3009	2991	2990	3005	3022	3020	3008
<b>out of service %</b>	5.2%	5.4%	6.3%	5.9%	5.4%	5.7%	5.3%	5.6%

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



### NS Crew Starts and Delays

		Saturday 15-Sep	Sunday 16-Sep	Monday 17-Sep	Tuesday 18-Sep	Wednesday 19-Sep	Thursday 20-Sep	Friday 21-Sep	total
Allentown	crew starts	13	15	17	18	16	17	18	114
	crews delayed	3	3	7	5	4	5	3	30
Bellevue	crew starts	43	44	41	42	40	41	49	300
	crews delayed	12	4	10	6	8	4	6	50
Buffalo	crew starts	23	20	17	23	21	23	24	151
	crews delayed	6	4	3	1	5	7	1	27
Chicago	crew starts	33	35	33	37	34	41	34	247
	crews delayed	8	16	10	14	13	16	13	90
Cincinnati	crew starts	41	35	27	31	35	37	33	239
	crews delayed	12	3	4	7	7	7	7	47
Cleveland	crew starts	3	9	6	9	7	6	8	48
	crews delayed	2	3	1	4	4	2	5	21
Conway	crew starts	49	52	45	52	57	55	53	363
	crews delayed	12	13	11	8	15	7	11	77
Detroit	crew starts	16	8	18	16	19	22	19	118
	crews delayed	4	1	8	2	4	5	2	26
Elkhart	crew starts	34	39	50	40	44	39	37	283
	crews delayed	20	19	24	14	13	17	15	122
Harrisburg	crew starts	56	40	49	57	56	63	63	384
	crews delayed	13	16	17	15	16	24	15	116
Toledo	crew starts	60	59	52	56	58	60	56	401
	crews delayed	16	12	7	10	11	10	16	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 15-Sep	Sunday 16-Sep	Monday 17-Sep	Tuesday 18-Sep	Wednesday 19-Sep	Thursday 20-Sep	Friday 21-Sep	average
availability%	74%	72%	75%	77%	77%	78%	76%	76%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 15-Sep	Sunday 16-Sep	Monday 17-Sep	Tuesday 18-Sep	Wednesday 19-Sep	Thursday 20-Sep	Friday 21-Sep	total
crew starts	322	303	295	315	346	356	332	2269
recrews	18	9	13	19	7	13	17	96

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

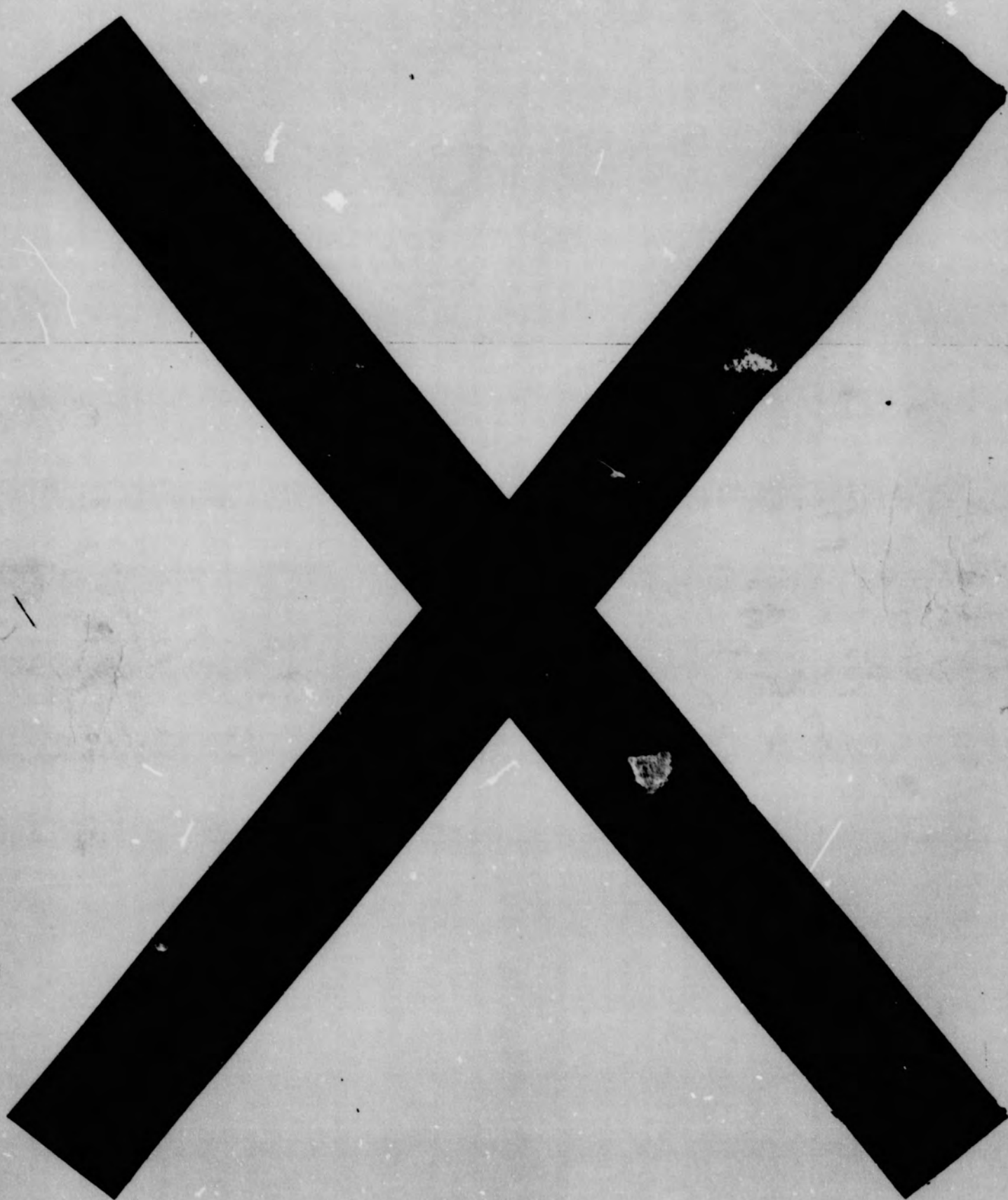
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SURFACE TRANSPORTATION BOARD

# Memorandum


ENTERED  
Office of the Secretary

SEP 20 2001

Part of  
Public Record DATE: September 20, 2001



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

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

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

**Attachments**

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



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

**T. J. Stephenson**  
Assistant Vice President -  
Service Measurements

September 19, 2001

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

Dear Mr. Clemens:

This report covers a tragic week for America. We are encouraged that railroad operations were not measurably altered by the perpetrators of terror who fervently wanted U.S. systems to fail.

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, September 14th. Cars on-line increased slightly from 240,627 to 240,688 cars. Train velocity improved from 21.7 miles-per hour to a record 22.1 miles-per-hour and terminal dwell improved from 27.7 to 24.5 hours.

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

#### **Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved unfavorably three percentage points to 76%. The percent of trains in the more-than-six-hours-late category moved unfavorably two percentage points to 4%.

#### **Yards and Terminals**

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

#### **Corridor Performance**

Four of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 94%. Overall, the on-time-to-two-hours-late category was 77%, improving ten percentage points from last week. The greater-than-six-hours-late category was 11%, improving seven percentage points from last week.

### **Shared Areas**

Daily average on hand cars decreased at Oak Island and Pavonia, and increased at North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 29.1 hours, down from 29.4 hours the prior week.

### **Additional Measurements**

Train Delay Metric: For 723 train starts, weekly train delay totaled 32 hours for Power and 25 hours for Crew. Power delay hours increased, and Crew delay hours were flat from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 22.1% for the week, improving from 24.3% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 79%, improved one percentage point from last week.

Daily Number of Recrews Required: Of 1727 crew starts, 44 (3%) were rerun, up one percentage point from the previous week.

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

Locomotives: Gross Locomotives = 3773, Average Available = 3485, and Out-of-Service Ratio = 5.0%, up from 4.8% the previous week.

Cars Offered in Interchange: averaged 325 cars daily, 96 of which were for the Norfolk Southern. The NS-offered and the total-offered increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh – Washington) and 92% for 77 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 21 weeks.

Last week CSXT met the goal for 16 of the 18 key third quarter service measurements. Goals were met for FRA-reportable injuries, FRA-reportable derailments, overall train velocity, merchandise train velocity, slow order miles, crews on duty more than 12 hours, relief crews, crew delay hours, car dwell, on-time train originations, on-time destination arrivals, 30-hour cars, industrial switching, hours of locomotive delay, CSXT locomotive out-of-service ratio, and leased locomotive out-of-service ratio. Overall, the company set new records for overall train velocity, industrial switching, and locomotive setback hours. Three other measures equaled their previous records for the year.



In summary, operations on the CSXT network experienced minimal disruption due to the terrorist attacks in New York and Washington. Our measures reflect a healthy railroad as we head into the fall peak shipping period.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

# **Surface Transportation Board** **Performance Measures**

**For the week ending: 09/14/01**

## **Yard Performance**

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/10/01	09/11/01	09/12/01	09/13/01	09/14/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	194	277	330	392	505
	Cars On Hand - Empty	142	133	255	295	431
	Cars On Hand - Total	336	410	585	687	936
	Cars Handled	279	113	343	488	641
	Dwell Hours	32.4	37.5	43.9	33.4	31.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	301	354	276	148	215
	Cars On Hand - Empty	291	320	355	252	564
	Cars On Hand - Total	592	674	631	400	779
	Cars Handled	364	299	506	287	656
	Dwell Hours	38.0	30.2	29.1	19.9	21.0
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	152	228	246	282	254
	Cars On Hand - Empty	207	219	160	214	205
	Cars On Hand - Total	359	447	406	496	459
	Cars Handled	173	289	228	307	339
	Dwell Hours	26.2	23.4	23.3	24.9	23.9

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

Overall terminal dwell time was 29.1 hours, down slightly from 29.4 hours last week.

# St. Lucie Transportation Board

## Performance Measures

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/10/01	09/11/01	09/12/01	09/13/01	09/14/01
North Jersey SAA	Number of Originations	5	1	5	7	7
	% Ontime	100%	0%	40%	29%	43%
	% Late 0-2 Hours	0%	100%	0%	43%	14%
	% Late 2-4 Hours	0%	0%	0%	0%	43%
	% Late 4-6 Hours	0%	0%	20%	0%	0%
	% Late GT 6 Hours	0%	0%	40%	29%	0%
South Jersey SAA	Number of Originations	0	2	2	2	2
	% Ontime	0%	0%	50%	100%	50%
	% Late 0-2 Hours	0%	50%	0%	0%	50%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	50%	0%	0%
	% Late GT 6 Hours	0%	50%	0%	0%	0%
Detroit SAA	Number of Originations	6	8	8	8	8
	% Ontime	100%	50%	75%	75%	63%
	% Late 0-2 Hours	0%	50%	0%	13%	25%
	% Late 2-4 Hours	0%	0%	0%	13%	13%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	25%	0%	0%

**CSX Comments:** Total road train delays were 38 trains. Crew delays were 9 trains for 32 hours; 2 trains were delayed 5 hours for power; originating trains 27 for 156 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

#### CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 09/10/01	Tuesday 09/11/01	Wednesday 09/12/01	Thursday 09/13/01	Friday 09/14/01	Daily Average
Cars Offered	NS	26	160	105	121	68	96
	All Other	188	250	309	204	194	229
	Total	214	410	414	325	262	325

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 09/10/01	Tuesday 09/11/01	Wednesday 09/12/01	Thursday 09/13/01	Friday 09/14/01	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	50%	50%	80%
MARC	Trains	18	14	9	18	18	77
	% On Time	89%	100%	67%	94%	100%	92%

AMTK measured according to contract with CSX1.



**Surface Transportation Board**  
**Performance Measures**  
**CSXT Train Crew Delay**

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	09/08/01	09/09/01	09/10/01	09/11/01	09/12/01	09/13/01	09/14/01	Total
Baltimore	Train Crew Starts	16	17	20	15	20	16	21	125
	Crews Delayed +2 Hours	5	8	8	3	9	3	11	47
	% Delayed +2 Hours	31%	47%	40%	20%	45%	19%	52%	38%
Buffalo	Train Crew Starts	43	43	35	44	41	51	49	306
	Crews Delayed +2 Hours	2	8	1	6	6	3	7	33
	% Delayed +2 Hours	5%	19%	3%	14%	15%	6%	14%	11%
Chicago	Train Crew Starts	18	25	26	21	21	23	27	161
	Crews Delayed +2 Hours	5	9	5	7	4	10	8	48
	% Delayed +2 Hours	28%	36%	19%	33%	19%	43%	30%	30%
Cincinnati	Train Crew Starts	40	32	36	34	36	31	39	248
	Crews Delayed +2 Hours	11	7	7	9	9	6	10	59
	% Delayed +2 Hours	28%	22%	19%	26%	25%	19%	26%	24%
Cleveland	Train Crew Starts	20	22	17	20	19	18	24	140
	Crews Delayed +2 Hours	9	5	2	5	4	10	8	43
	% Delayed +2 Hours	45%	23%	12%	25%	21%	56%	33%	31%
Cumberland	Train Crew Starts	37	29	27	29	31	33	32	218
	Crews Delayed +2 Hours	1	1	6	3	4	3	1	19
	% Delayed +2 Hours	3%	3%	22%	10%	13%	9%	3%	9%
Detroit	Train Crew Starts	5	4	5	5	6	5	6	36
	Crews Delayed +2 Hours	2	0	1	2	1	1	2	9
	% Delayed +2 Hours	40%	0%	20%	40%	17%	20%	33%	25%
Philadelphia	Train Crew Starts	14	9	14	6	12	8	12	75
	Crews Delayed +2 Hours	3	2	3	1	3	2	2	16
	% Delayed +2 Hours	21%	22%	21%	17%	25%	25%	17%	21%
Selkirk	Train Crew Starts	44	34	32	36	36	51	46	279
	Crews Delayed +2 Hours	12	13	9	10	13	11	14	82
	% Delayed +2 Hours	27%	38%	28%	28%	36%	22%	30%	29%
Toledo	Train Crew Starts	39	33	30	23	32	27	34	218
	Crews Delayed +2 Hours	7	5	5	7	3	4	7	38
	% Delayed +2 Hours	18%	15%	17%	30%	9%	15%	21%	17%
Willard	Train Crew Starts	57	39	37	42	34	39	49	292
	Crews Delayed +2 Hours	8	2	1	7	5	5	14	42
	% Delayed +2 Hours	15%	5%	3%	17%	15%	13%	29%	14%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	09/08/01	09/09/01	09/10/01	09/11/01	09/12/01	09/13/01	09/14/01	Total
Train Delay	Originating Train Starts	103	98	107	83	103	109	120	723
	Delayed Hours - Power	8	1	2	4	6	7	4	32
	Delayed Hours - Crews	9	4	0	0	1	3	8	25

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

#### Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	09/08/01	09/09/01	09/10/01	09/11/01	09/12/01	09/13/01	09/14/01	Average
Crew Availability		77%	76%	79%	81%	80%	80%	81%	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	09/08/01	09/09/01	09/10/01	09/11/01	09/12/01	09/13/01	09/14/01	Total
Crews/Recrews	Train Crew Starts	266	231	202	220	247	275	286	1727
	Recrews	6	11	2	5	9	6	5	44
	% Recrewed	2%	5%	1%	2%	4%	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

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	09/08/01	09/09/01	09/10/01	09/11/01	09/12/01	09/13/01	09/14/01	Average
Locomotives	Gross Fleet Size	3777	3777	3765	3782	3782	3767	3763	3773
	Avg. Number Available	3485	3465	3483	3475	3492	3497	3501	3485
	OOS Ratio	5.1	5.3	5.3	5.2	4.9	4.5	4.6	5.0

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	09/08/01	09/09/01	09/10/01	09/11/01	09/12/01	09/13/01	09/14/01	Average
Train Delay	Philadelphia/South Jersey	2	1	3	2	0	1	2	2
	North Jersey	5	4	3	1	2	3	9	4
	Detroit	0	0	0	0	0	0	0	0

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

**George A. Aspatore**  
**General Solicitor**

(757) 629-2657  
(757) 533-4872  
E-mail [gaaspato@nscorp.com](mailto:gaaspato@nscorp.com)

September 19, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending September 14, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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



Mr. Melvin F. Clemens, Jr.  
September 19, 2001  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

September 19, 2001

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

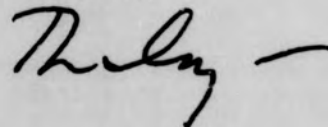
Dear Mr. Clemens:

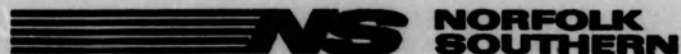
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 63 trains were held for terminal delays, 38 trains were held for crews, and 17 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume increased at North Yard and decreased at Oak Island and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power increased from the prior week. Nine trains were delayed 32 hours for lack of crews and 2 trains were delayed 5 hours for power. Twenty-seven originating trains were delayed a total of 156 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 61% of the delay hours reported in the SAAs.

Sincerely,

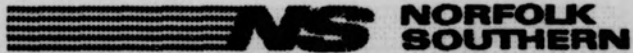




For the week ending 9/14/01

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	207	152	359	173	26.2
	#####	850	219	228	447	289	23.4
	#####	850	160	246	406	228	23.3
	#####	850	214	282	496	307	24.9
	#####	850	205	254	459	339	23.9
North Yard MI Average		850	201	232	433	267	24.2
Oak Island NJ	#####	1200	142	194	336	279	32.4
	#####	1200	133	277	410	113	37.5
	#####	1200	255	330	585	343	43.9
	#####	1200	295	392	687	488	33.4
	#####	1200	431	505	936	641	31.6
Oak Island NJ Average		1200	251	340	591	373	34.8
Pavonia NJ	#####	900	291	301	592	364	38.0
	#####	900	320	354	674	299	30.2
	#####	900	355	276	631	506	29.1
	#####	900	252	148	400	287	19.9
	#####	900	564	215	779	636	21.0
Pavonia Average		900	356	259	615	418	27.1

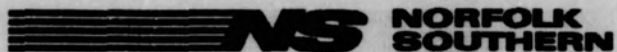


For the week ending 9/14/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	10-Sep	6	100%	0%	0%	0%	0%
	11-Sep	8	50%	50%	0%	0%	0%
	12-Sep	8	75%	0%	0%	0%	25%
	13-Sep	8	75%	13%	13%	0%	0%
	14-Sep	8	63%	25%	13%	0%	0%
Detroit Total		38	71%	18%	5%	0%	5%
North Jersey Total	10-Sep	5	100%	0%	0%	0%	0%
	11-Sep	1	0%	100%	0%	0%	0%
	12-Sep	5	40%	0%	0%	20%	40%
	13-Sep	7	29%	43%	0%	0%	29%
	14-Sep	7	43%	14%	43%	0%	0%
North Jersey Total		25	48%	20%	12%	4%	16%
South Jersey Total	10-Sep	0	0%	0%	0%	0%	0%
	11-Sep	2	0%	50%	0%	0%	50%
	12-Sep	2	50%	0%	0%	50%	0%
	13-Sep	2	100%	0%	0%	0%	0%
	14-Sep	2	50%	50%	0%	0%	0%
South Jersey Total		8	50%	25%	0%	13%	13%
Grand Total		71	61%	20%	7%	3%	10%



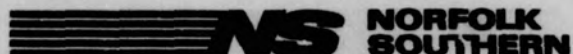


For the week ending 9/14/01

**Shared Asset Area Trains Held**

area	Sat 08-Sep	Sun 09-Sep	Mon 10-Sep	Tue 11-Sep	Wed 12-Sep	Thu 13-Sep	Fri 14-Sep	Grand Total
North Jersey	5	4	3	1	2	3	9	27
South Jersey	2	1	3	2	0	1	2	11
Detroit	0	0	0	0	0	0	0	0

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



### NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	108	4	2	39	0	153
<b>Total</b>	<b>108</b>	<b>4</b>	<b>2</b>	<b>39</b>	<b>0</b>	<b>153</b>

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

### NS Northern Region Train Starts and Delays

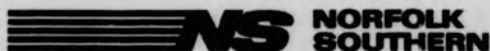
	Saturday 8-Sep	Sunday 9-Sep	Monday 10-Sep	Tuesday 11-Sep	Wednesday 12-Sep	Thursday 13-Sep	Friday 14-Sep	Grand Total
# of Train Starts	175	143	160	169	170	178	176	1171
<b>Delay Cause</b>								
Crew Delays (hrs)	25.0	2.5	13.2	7.8	6.9	8.8	10.0	74.2
Power Delays (hrs)	8.8	0.0	0.0	4.5	25.3	29.8	53.6	121.9

The delay numbers are expressed in hours

### Locomotive Fleet Statistics

	Saturday 8-Sep	Sunday 9-Sep	Monday 10-Sep	Tuesday 11-Sep	Wednesday 12-Sep	Thursday 13-Sep	Friday 14-Sep	average
<b>Fleet Size</b>	3174	3295	3210	3190	3176	3209	3177	3190
<b>available</b>	2981	3017	3027	3003	2997	3034	3011	3010
<b>out of service %</b>	6.1%	5.6%	5.7%	5.9%	5.6%	5.5%	5.2%	5.6%

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



### NS Crew Starts and Delays

		Saturday 8-Sep	Sunday 9-Sep	Monday 10-Sep	Tuesday 11-Sep	Wednesday 12-Sep	Thursday 13-Sep	Friday 14-Sep	total
Allentown	crew starts	13	13	16	16	18	21	16	113
	crews delayed	5	1	2	6	4	5	1	24
Bellevue	crew starts	38	43	36	40	45	44	45	291
	crews delayed	7	5	4	9	12	8	12	57
Buffalo	crew starts	24	20	19	18	22	23	25	151
	crews delayed	4	2	3	3	4	6	3	25
Chicago	crew starts	37	37	34	38	34	37	34	251
	crews delayed	16	14	13	14	8	13	16	94
Cincinnati	crew starts	37	34	29	32	36	36	27	231
	crews delayed	4	7	6	5	5	3	5	35
Cleveland	crew starts	11	8	5	5	11	10	9	59
	crews delayed	7	3	1	2	3	2	3	21
Conway	crew starts	54	49	45	48	52	54	58	360
	crews delayed	7	12	13	14	13	19	18	96
Detroit	crew starts	11	13	18	17	16	22	23	120
	crews delayed	2	4	3	3	4	4	9	29
Elkhart	crew starts	36	40	37	43	37	45	40	278
	crews delayed	12	13	18	17	16	21	13	110
Harrisburg	crew starts	58	44	44	45	51	55	59	356
	crews delayed	22	10	16	16	21	19	19	123
Toledo	crew starts	56	61	49	57	53	58	58	392
	crews delayed	11	8	8	12	9	12	16	76

**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 8-Sep	Sunday 9-Sep	Monday 10-Sep	Tuesday 11-Sep	Wednesday 12-Sep	Thursday 13-Sep	Friday 14-Sep	average
availability%	72%	72%	74%	77%	77%	78%	76%	75%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 8-Sep	Sunday 9-Sep	Monday 10-Sep	Tuesday 11-Sep	Wednesday 12-Sep	Thursday 13-Sep	Friday 14-Sep	total
crew starts	382	361	328	342	367	398	408	2586
recrews	22	13	18	21	27	19	32	152

**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

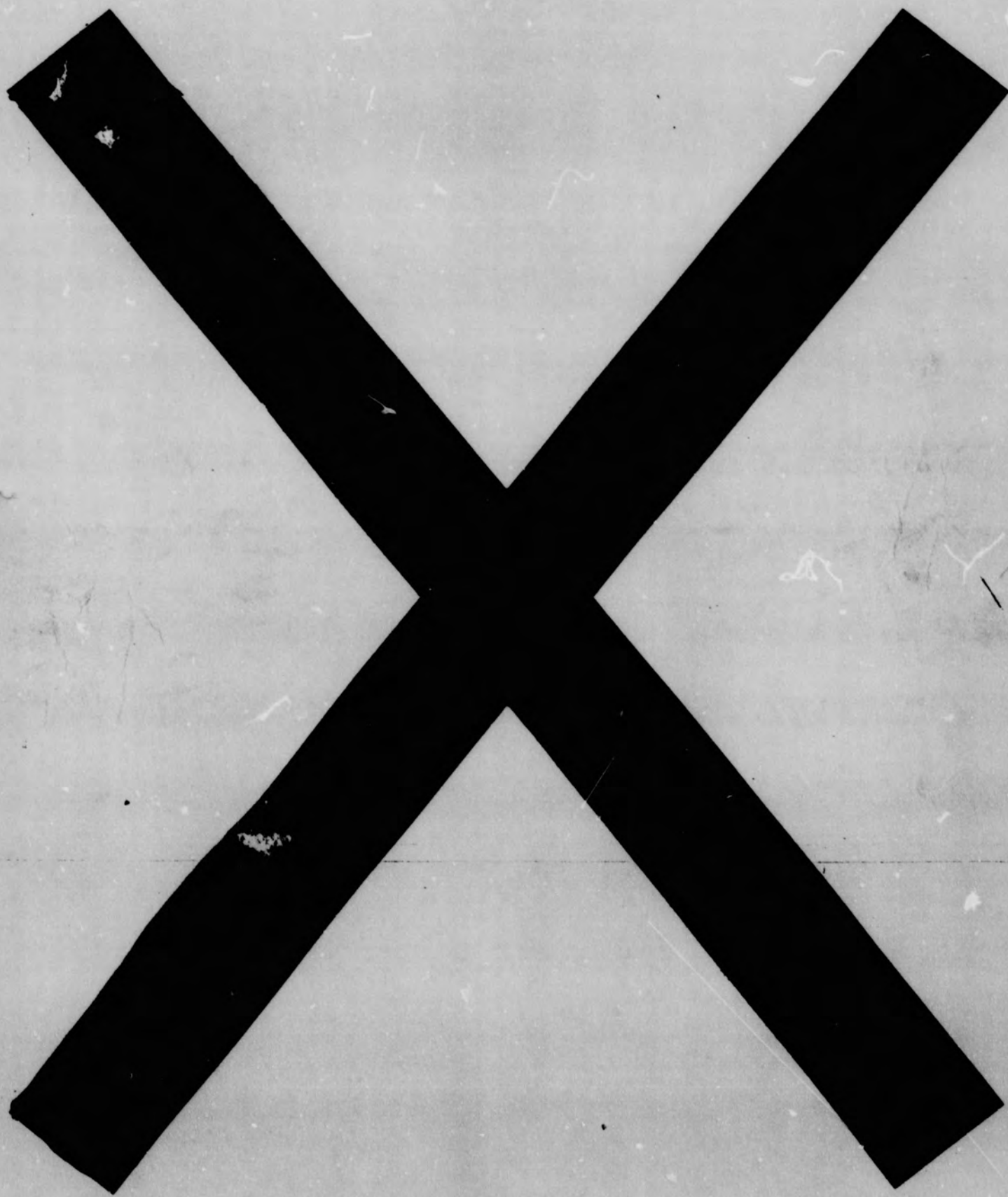
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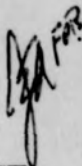
SURFACE TRANSPORTATION BOARD

# Memorandum



DATE: September 18, 2001

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

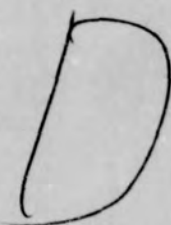
**FROM**  Mel Clemens, Director  
Office of Compliance and Enforcement

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

**ENTERED**  
**Office of the Secretary**

SEP 18 2001

Part of  
Public Record



Attached are the original and two copies of the latest monthly reports provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

**Attachments**

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

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

**Paul R. Hitchcock**  
Assistant General Counsel

August 31, 2001

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

Dear Mr. Clemens:

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

The reports are presented in the following order:

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

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

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

Very truly yours,

Paul R. Hitchcock

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

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

**Table of Contents**

The reports are presented in the following order:

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Additional Noteworthy Engineering Projects Table.....	Pages 5-7
Information Technology .....	Pages 8-11
Customer Service .....	Page 12
Training.....	Page 13

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



# **STB OPERATIONAL MONITORING REPORT**

**As of August 31, 2001**

## **LABOR**

### **Labor Implementing Agreements**

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

### **Labor Management Task Force**

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

# STB OPERATIONAL MONITORING REPORT

As of August 31, 2001

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

# **STB OPERATIONAL MONITORING REPORT**

**As of August 31, 2001**

## **CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

# **STB OPERATIONAL MONITORING REPORT**

**As of August 31, 2001**

## **Infrastructure Maintenance and Expansion Report**

*Throughout 2001, CSX has continued committing resources toward the completion of key track capacity improvements over the entire system.*

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

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

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

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

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

*On the W&A Sub in Georgia, work has progressed for the construction of new rail sidings at Tunnel Hill and Halls, GA.*

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

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

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

In Evansville, IN, work has begun to install universal cross-overs at Mill St. along with new signaling system.

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

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



# STB OPERATIONAL MONITORING REPORT

As of August 31, 2001

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE (In some cases these projects may be unrelated to the Conrail integration.)

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

# STB OPERATIONAL MONITORING REPORT

As of August 31, 2001

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

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

# STB OPERATIONAL MONITORING REPORT

As of August 31, 2001

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

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

# STB OPERATIONAL MONITORING REPORT

As of August 31, 2001

## INFORMATION TECHNOLOGY

### *Information Technology*

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

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

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



# STB OPERATIONAL MONITORING REPORT

As of August 31, 2001

## INFORMATION TECHNOLOGY

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

# STB OPERATIONAL MONITORING REPORT

As of August 31, 2001

## INFORMATION TECHNOLOGY

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

# STB OPERATIONAL MONITORING REPORT

As of August 31, 2001

## INFORMATION TECHNOLOGY

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

# **STB OPERATIONAL MONITORING REPORT**

**As of August 31, 2001**

## **Customer Service Progress Report**

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

### **Personnel**

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

### **Customer Familiarization**

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

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



## **STB OPERATIONAL MONITORING REPORT**

**As of August 31, 2001**

### **STB Status Submission Report on Training**

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

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

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

The last cutover completed the training initiatives for this project.

**George A. Aspatore**  
General Solicitor

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September 7, 2001

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

Dear Mr. Clemens,

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

Please let me know if you need any further information.

Sincerely,

George A. Aspatore

Enclosure

# Norfolk Southern Corporation

## STB Operational Monitoring Report

*As of August 31, 2001*

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**Note:** Bold print indicates changes from previous report.

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

**Surface Transportation Board Operational Monitoring Report**  
*As of August 31, 2001*

**LABOR**

***Labor Implementing Agreements***

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

***Labor-Management Task Forces***

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

**Note:** Bold print indicates changes from previous report.



**Surface Transportation Board Operational Monitoring Report**  
*As of August 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

**Surface Transportation Board Operational Monitoring Report**  
*As of August 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

Location		Project	Dept	Phase	Status
Buffalo	NY	Reconstruct portion of Bison Yard Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Butler	IN	Construct track connection Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
			Signal	Design Const	
Chicago	IL	Expand and improve 47th St Yard Intermodal Terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Cloggsville	OH	Track Rehabilitation Estimated Completion Date: Complete	Track	Design	Complete
				Const	Complete
Cloggsville	OH	Construct second main Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Columbus	OH	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Crockett	VA	Construct 9,100 foot new siding Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Croxtton	NJ	Expand and improve intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
E-Rail	NJ	Expand and improve intermodal terminal Estimated Completion Date: 3Q01	Track	Design	Complete
				Grade/Pave	In progress
Erie	PA	Erie Track Realign Project Estimated Completion Date: 2Q02	Track	Design	Complete
				Grading	Complete
				Const	In progress
			Signal	Removal Design Const	Complete In progress

**Surface Transportation Board Operational Monitoring Report**  
*As of August 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	Design	
				Const	
Hadley Jct (Ft Wayne)	IN	Double tracking Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	Design	
				Const	
Hagerstown Sec (Greencastle)	PA	Construct siding Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Hagerstown Sec	PA	Traffic Control Estimated Completion Date: Complete	Signal	Design	Complete
				Const	Complete
Harrisburg	PA	Construct double track Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Harrisburg (Rutherford)	PA	Construct intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Harrisburg - Reading	PA	Traffic Control System and remove pole line Estimated Completion Date: 3Q01	Signal	Design	Complete
	PA			Const	In progress
KD Tower - Cumberland Falls	KY	Extending double track 40,120 feet	Track	Design	Complete
	KY	Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Knoxville - Chattanooga	TN	Double Stack Clearances	Track	Design	Complete
	TN	Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Oak Harbor	OH	Construct track connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

**Surface Transportation Board Operational Monitoring Report**  
*As of August 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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



**Surface Transportation Board Operational Monitoring Report**  
*As of August 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

**Surface Transportation Board Operational Monitoring Report**  
*As of August 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

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

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

**Surface Transportation Board Operational Monitoring Report**  
*As of August 31, 2001*

**CUSTOMER SERVICE**

***Systems and Personnel Training***

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



**Surface Transportation Board Operational Monitoring Report**  
*As of August 31, 2001*

**CUSTOMER SERVICE**

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

**Note:** Bold print indicates changes from previous report.



# **Surface Transportation Board Operational Monitoring Report**

*As of August 31, 2001*

## **CUSTOMER SERVICE**

### ***Transition Process***

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

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

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

### ***Personnel***

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

### ***Customer Awareness***

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

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

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

**Note:** Bold print indicates changes from previous reports.

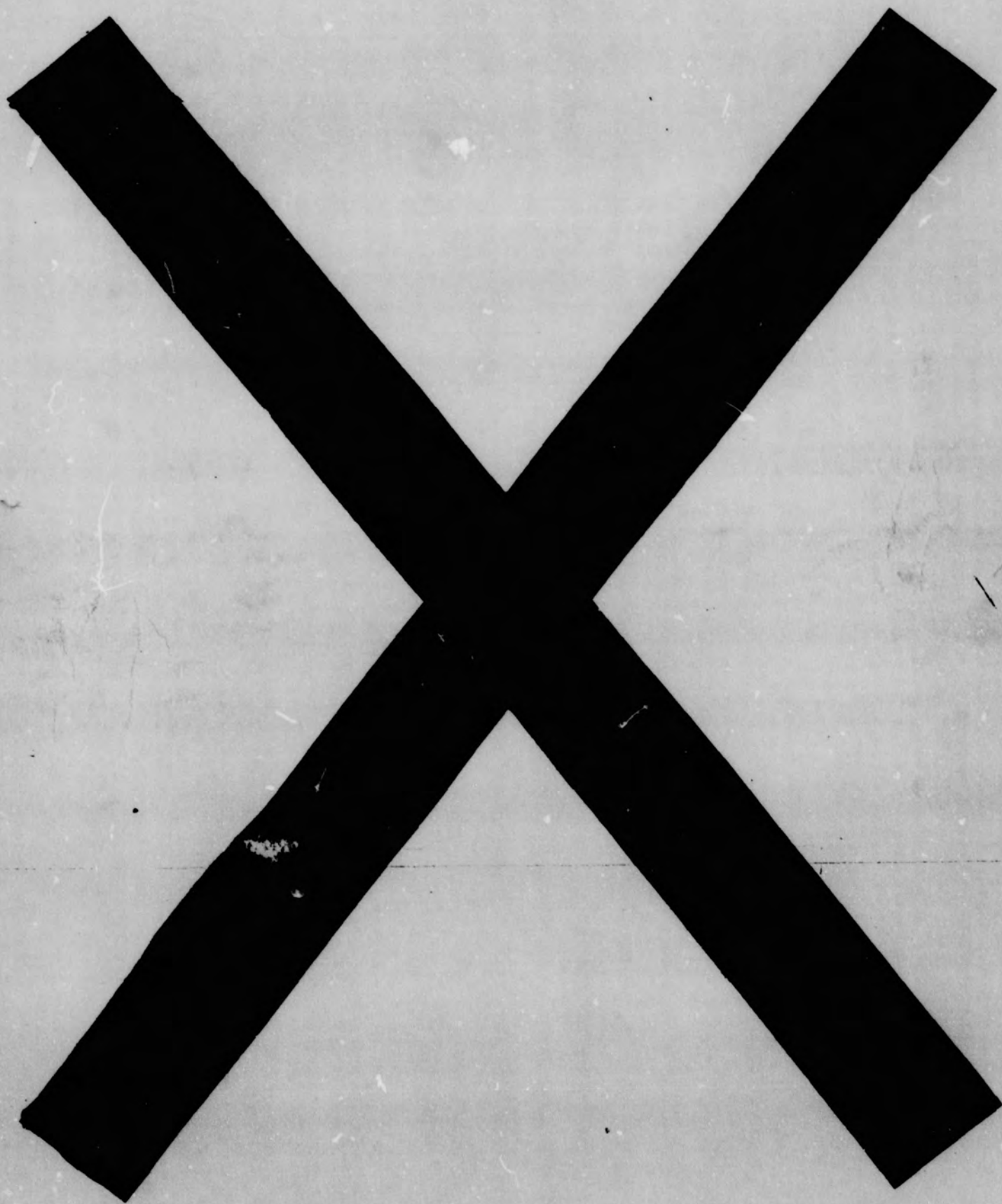
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203424



SURFACE TRANSPORTATION BOARD

# Memorandum



DATE: September 13, 2001

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

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

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

ENTERED  
Office of the Secretary

SEP 14 2001

Part of  
Public Record

203424

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

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





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

**T. J. Stephenson**  
Assistant Vice President -  
Service Measurements

September 12, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, September 7th. Cars on-line increased from 239,585 to 240,627 cars. Train velocity remained flat at 21.7 miles-per hour, and terminal dwell increased from 24.4 to 27.7 hours. This increase was expected following the Labor Day holiday when railroad operations were curtailed.

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

#### **Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved favorably four percentage points to 79%. The percent of trains in the more-than-six-hours-late category was unchanged at 2%.

#### **Yards and Terminals**

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

#### **Corridor Performance**

None of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 83%. Overall, the on-time-to-two-hours-late category was 67%, down ten percentage points from last week. The greater-than-six-hours-late category was 18%, up nine percentage points from last week. This reflects the Labor Day shutdown.

### **Shared Areas**

Daily average on hand cars decreased at Oak Island and North Yard, and increased at Pavonia. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 29.4 hours, up from 26.8 hours the prior week.

### **Additional Measurements**

Train Delay Metric: For 673 train starts, weekly train delay totaled 17 hours for Power and 25 hours for Crew. Power delay hours increased slightly, and Crew delay hours decreased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 24.3% for the week, improving from 24.7% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 78%, improved one percentage point from last week.

Daily Number of Recrews Required: Of 1711 crew starts, 36 (2%) were recrews, the same percentage reported last week.

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

Locomotives: Gross Locomotives = 3796, Average Available = 3481, and Out-of-Service Ratio = 4.8%, improved from 5.3% the previous week.

Cars Offered in Interchange: averaged 312 cars daily, 27 of which were for the Norfolk Southern. The NS-offered decreased, and the total-offered increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh – Washington) and 96% for 72 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 20 weeks.

Last week CSXT met the goal for 11 of the 18 key third quarter service measurements. Goals were met for FRA-reportable injuries, FRA-reportable derailments, overall train velocity, merchandise train velocity, slow order miles, crews on duty more than 12 hours, relief crews, crew delay hours, industrial switching, hours of locomotive delay, and CSXT locomotive out-of-service ratio. The Slow Order Miles measure decreased to a new record low for the fourth consecutive week.

Several of this week's numbers (most notably terminal dwell) reflected the shutdown of some operations over the Labor Day holiday. Operations are quickly returning to normal and would be evident in next week's report, except for delays due to the tragedies in New York and Washington.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

# **Surface Transportation Board** **Performance Measures**

**For the week ending: 09/07/01**

## **Yard Performance**

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	274	238	360	337	414
	Cars On Hand - Empty	178	179	280	415	372
	Cars On Hand - Total	452	417	640	752	786
	Cars Handled	189	184	472	635	595
	Dwell Hours	23.8	56.8	28.8	25.2	26.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	243	329	359	310	263
	Cars On Hand - Empty	141	275	317	451	445
	Cars On Hand - Total	384	604	676	761	708
	Cars Handled	0	167	324	565	437
	Dwell Hours	0.0	56.9	46.4	28.5	27.6
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	155	108	166	183	215
	Cars On Hand - Empty	102	85	99	171	213
	Cars On Hand - Total	257	193	265	354	428
	Cars Handled	66	190	325	238	361
	Dwell Hours	10.4	26.8	26.6	20.0	20.7

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

Overall terminal dwell time was 29.4 hours, up from 26.8 hours last week.



## Surface Transportation Board Performance Measures

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01
North Jersey SAA	Number of Originations	3	3	7	8	8
	% Ontime	100%	67%	29%	25%	63%
	% Late 0-2 Hours	0%	33%	43%	63%	25%
	% Late 2-4 Hours	0%	0%	29%	0%	13%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	13%	0%
South Jersey SAA	Number of Originations	0	0	2	2	2
	% Ontime	0%	0%	50%	50%	50%
	% Late 0-2 Hours	0%	0%	50%	50%	50%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	3	4	8	8	8
	% Ontime	67%	75%	50%	38%	75%
	% Late 0-2 Hours	33%	25%	38%	63%	25%
	% Late 2-4 Hours	0%	0%	13%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

**CSX Comments:** Total road train delays were 32 trains. Crew delays were 5 trains for 8 hours; 1 train was delayed 13 hours for power; originating trains 26 for 220 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

#### CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01	Average
Cars Offered	NS	21	21	32	56	4	27
	All Other	179	202	403	359	283	285
	Total	200	223	435	415	287	312

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	0%	100%	50%	60%
MARC	Trains	0	18	18	18	18	72
	% On Time	0%	100%	94%	100%	90%	96%

AMTK measured according to contract with CSXT.

**Surface Transportation Board**  
**Performance Measures**  
**CSXT Train Crew Delay**

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	09/01/01	09/02/01	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01	Total
Baltimore	Train Crew Starts	19	14	0	19	20	19	21	112
	Crews Delayed +2 Hours	8	7	0	5	12	9	11	52
	% Delayed +2 Hours	42%	50%	0%	26%	60%	47%	52%	46%
Buffalo	Train Crew Starts	41	39	20	33	42	49	44	268
	Crews Delayed +2 Hours	5	8	3	3	6	9	12	46
	% Delayed +2 Hours	12%	21%	15%	9%	14%	18%	27%	17%
Chicago	Train Crew Starts	22	20	20	31	24	24	21	162
	Crews Delayed +2 Hours	5	8	5	9	5	3	7	42
	% Delayed +2 Hours	23%	40%	25%	29%	21%	13%	33%	26%
Cincinnati	Train Crew Starts	35	33	3	35	39	38	38	221
	Crews Delayed +2 Hours	10	10	1	11	9	8	8	57
	% Delayed +2 Hours	29%	30%	33%	31%	23%	21%	21%	26%
Cleveland	Train Crew Starts	31	18	8	24	21	23	27	152
	Crews Delayed +2 Hours	11	6	1	12	6	6	6	48
	% Delayed +2 Hours	35%	33%	13%	50%	29%	26%	22%	32%
Cumberland	Train Crew Starts	31	24	1	32	33	32	33	186
	Crews Delayed +2 Hours	0	4	0	4	4	0	4	16
	% Delayed +2 Hours	0%	17%	0%	13%	12%	0%	12%	9%
Detroit	Train Crew Starts	5	4	0	4	4	2	5	24
	Crews Delayed +2 Hours	1	1	0	0	2	1	2	7
	% Delayed +2 Hours	20%	25%	0%	0%	50%	50%	40%	29%
Philadelphia	Train Crew Starts	12	10	0	11	12	11	15	71
	Crews Delayed +2 Hours	2	1	0	2	3	2	5	15
	% Delayed +2 Hours	17%	10%	0%	18%	25%	18%	33%	21%
Selkirk	Train Crew Starts	44	40	12	28	44	47	52	267
	Crews Delayed +2 Hours	15	12	2	10	8	10	12	69
	% Delayed +2 Hours	34%	30%	17%	36%	18%	21%	23%	26%
Toledo	Train Crew Starts	33	34	3	30	28	31	29	188
	Crews Delayed +2 Hours	7	3	0	5	4	5	5	29
	% Delayed +2 Hours	21%	9%	0%	17%	14%	16%	17%	15%
Willard	Train Crew Starts	44	32	19	31	41	40	46	253
	Crews Delayed +2 Hours	11	9	2	11	8	9	7	57
	% Delayed +2 Hours	25%	28%	11%	35%	20%	23%	15%	23%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	09/01/01	09/02/01	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01	Total
Train Delay	Originating Train Starts	107	92	46	85	114	115	114	673
	Delayed Hours - Power	6	0	0	0	2	8	1	17
	Delayed Hours - Crews	10	11	0	1	2	0	1	25

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

#### Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	09/01/01	09/02/01	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01	Average
Crew Availability		75%	74%	78%	78%	80%	81%	80%	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	09/01/01	09/02/01	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01	Total
Crews/Recrews	Train Crew Starts	265	220	137	264	264	284	277	1711
	Recrews	5	6	3	1	9	6	6	36
	% Recrewed	2%	3%	2%	0%	3%	2%	2%	2%

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



## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	09/01/01	09/02/01	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01	Average
Locomotives	Gross Fleet Size	3761	3762	3774	3835	3839	3808	3794	3796
	Avg. Number Available	3450	3435	3488	3479	3485	3519	3508	3481
	OOS Ratio	4.8	4.9	4.6	4.5	4.8	5.2	5.0	4.8

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	09/01/01	09/02/01	09/03/01	09/04/01	09/05/01	09/06/01	09/07/01	Average
Train Delay	Philadelphia/South Jersey	0	1	2	0	0	0	3	1
	North Jersey	4	4	2	1	2	4	6	3
	Detroit	1	0	0	0	0	1	1	0

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

**George A. Aspatore**  
**General Solicitor**

(757) 629-2657  
(757) 533-4872  
E-mail [gaaspato@nscorp.com](mailto:gaaspato@nscorp.com)

September 12, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending September 7, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.  
September 12, 2001  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

September 12, 2001

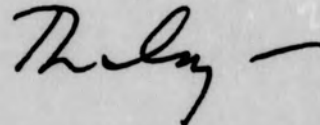
Mr. Melvin F. Clemens, Jr.  
Director, Office of Compliance and Enforcement  
Surface Transportation Board  
1925 K Street, NW  
Washington, D.C. 20423-0001

Dear Mr. Clemens:

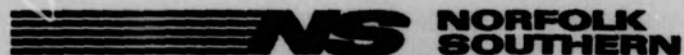
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 59 trains were held for terminal delays, 44 trains were held for crews, and 20 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia and decreased at North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power decreased from last week. Five trains were delayed 8 hours for lack of crews and 1 train was delayed 13 hours awaiting power. Twenty-six originating trains were delayed a total of 220 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 64% of the delay hours reported in the SAAs.

Sincerely,



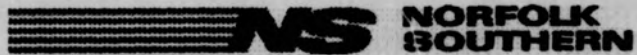




For the week ending 9/7/01

Shared Asset Area - Yard Performance

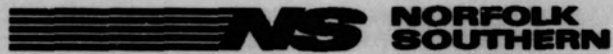
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	9/3/2001	850	102	155	257	66	10.4
	9/4/2001	850	85	108	193	190	26.8
	9/5/2001	850	99	166	265	325	26.6
	9/6/2001	850	171	183	354	238	20.0
	9/7/2001	850	213	215	428	361	20.7
North Yard MI Average		850	134	165	299	236	22.6
Oak Island NJ	9/3/2001	1200	178	274	452	189	23.8
	9/4/2001	1200	179	238	417	184	56.8
	9/5/2001	1200	280	360	640	472	28.8
	9/6/2001	1200	415	337	752	635	25.2
	9/7/2001	1200	372	414	786	595	26.6
Oak Island NJ Average		1200	285	325	609	415	29.1
Pavonia NJ	9/3/2001	900	141	243	384		
	9/4/2001	900	275	329	604	167	56.9
	9/5/2001	900	317	359	676	324	46.4
	9/6/2001	900	451	310	761	565	28.5
	9/7/2001	900	445	263	708	437	27.6
Pavonia Average		900	326	301	627	299	35.3



For the week ending 9/7/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	3-Sep	3	67%	33%	0%	0%	0%
	4-Sep	4	75%	25%	0%	0%	0%
	5-Sep	8	50%	38%	13%	0%	0%
	6-Sep	8	38%	63%	0%	0%	0%
	7-Sep	8	75%	25%	0%	0%	0%
Detroit Total		31	58%	39%	3%	0%	0%
North Jersey Total	3-Sep	3	100%	0%	0%	0%	0%
	4-Sep	3	67%	33%	0%	0%	0%
	5-Sep	7	29%	43%	29%	0%	0%
	6-Sep	8	25%	63%	0%	0%	13%
	7-Sep	8	63%	25%	13%	0%	0%
North Jersey Total		29	48%	38%	10%	0%	3%
South Jersey Total	3-Sep	0	0%	0%	0%	0%	0%
	4-Sep	0	0%	0%	0%	0%	0%
	5-Sep	2	50%	50%	0%	0%	0%
	6-Sep	2	50%	50%	0%	0%	0%
	7-Sep	2	50%	50%	0%	0%	0%
South Jersey Total		6	50%	50%	0%	0%	0%
Grand Total		66	53%	39%	6%	0%	2%

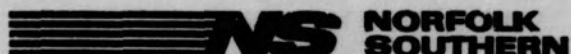


For the week ending 9/7/01

Shared Asset Area Trains Held

area	Sat 01-Sep	Sun 02-Sep	Mon 03-Sep	Tue 04-Sep	Wed 05-Sep	Thu 06-Sep	Fri 07-Sep	Grand Total
North Jersey	4	4	2	1	2	4	6	23
South Jersey	0	1	2	0	0	0	3	6
Detroit	1	0	0	0	0	1	1	3

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



### NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	29	0	0	0	0	29
<b>Total</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>

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

### NS Northern Region Train Starts and Delays

	Saturday 1-Sep	Sunday 2-Sep	Monday 3-Sep	Tuesday 4-Sep	Wednesday 5-Sep	Thursday 6-Sep	Friday 7-Sep	Grand Total
# of Train Starts	173	138	147	161	179	175	170	1143
<b>Delay Cause</b>								
Crew Delays (hrs)	6.2	8.3	2.6	5.4	4.8	0.0	9.3	36.6
Power Delays (hrs)	65.8	3.5	3.0	9.3	14.8	66.0	22.0	184.3

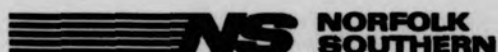
The delay numbers are expressed in hours

### Locomotive Fleet Statistics

	Saturday 1-Sep	Sunday 2-Sep	Monday 3-Sep	Tuesday 4-Sep	Wednesday 5-Sep	Thursday 6-Sep	Friday 7-Sep	average
<b>Fleet Size</b>	3123	3159	3161	3169	3157	3158	3185	3159
available	2929	2979	2973	2978	2973	2975	3012	2974
out of service %	6.2%	5.7%	5.9%	6.0%	5.8%	5.8%	5.4%	5.8%

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





### NS Crew Starts and Delays

		Saturday 1-Sep	Sunday 2-Sep	Monday 3-Sep	Tuesday 4-Sep	Wednesday 5-Sep	Thursday 6-Sep	Friday 7-Sep	total
Allentown	crew starts	15	13	11	18	18	17	16	108
	crews delayed	4	5	3	5	2	5	6	30
Bellevue	crew starts	37	41	31	26	31	41	42	249
	crews delayed	6	4	4	3	1	9	7	34
Buffalo	crew starts	18	22	10	20	22	23	23	138
	crews delayed	4	7	0	3	0	4	7	25
Chicago	crew starts	36	29	34	32	33	37	35	236
	crews delayed	14	12	13	13	11	17	14	94
Cincinnati	crew starts	33	37	27	26	26	33	33	215
	crews delayed	7	9	2	4	6	3	4	35
Cleveland	crew starts	7	8	7	4	4	3	5	38
	crews delayed	2	2	3	2	0	1	4	14
Conway	crew starts	56	52	42	35	50	52	53	340
	crews delayed	19	11	12	7	9	11	19	88
Detroit	crew starts	19	12	11	17	18	17	20	114
	crews delayed	8	4	2	5	2	7	6	34
Elkhart	crew starts	43	43	35	32	45	32	42	272
	crews delayed	17	12	15	14	15	12	15	100
Harrisburg	crew starts	55	46	46	38	57	57	58	357
	crews delayed	14	15	14	10	20	24	24	121
Toledo	crew starts	52	64	49	44	59	53	54	375
	crews delayed	10	6	14	8	10	10	13	71

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 1-Sep	Sunday 2-Sep	Monday 3-Sep	Tuesday 4-Sep	Wednesday 5-Sep	Thursday 6-Sep	Friday 7-Sep	average
availability%	72%	71%	73%	78%	79%	77%	76%	75%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 1-Sep	Sunday 2-Sep	Monday 3-Sep	Tuesday 4-Sep	Wednesday 5-Sep	Thursday 6-Sep	Friday 7-Sep	total
crew starts	337	301	255	248	334	330	338	2143
recrews	19	11	12	7	9	18	9	85

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

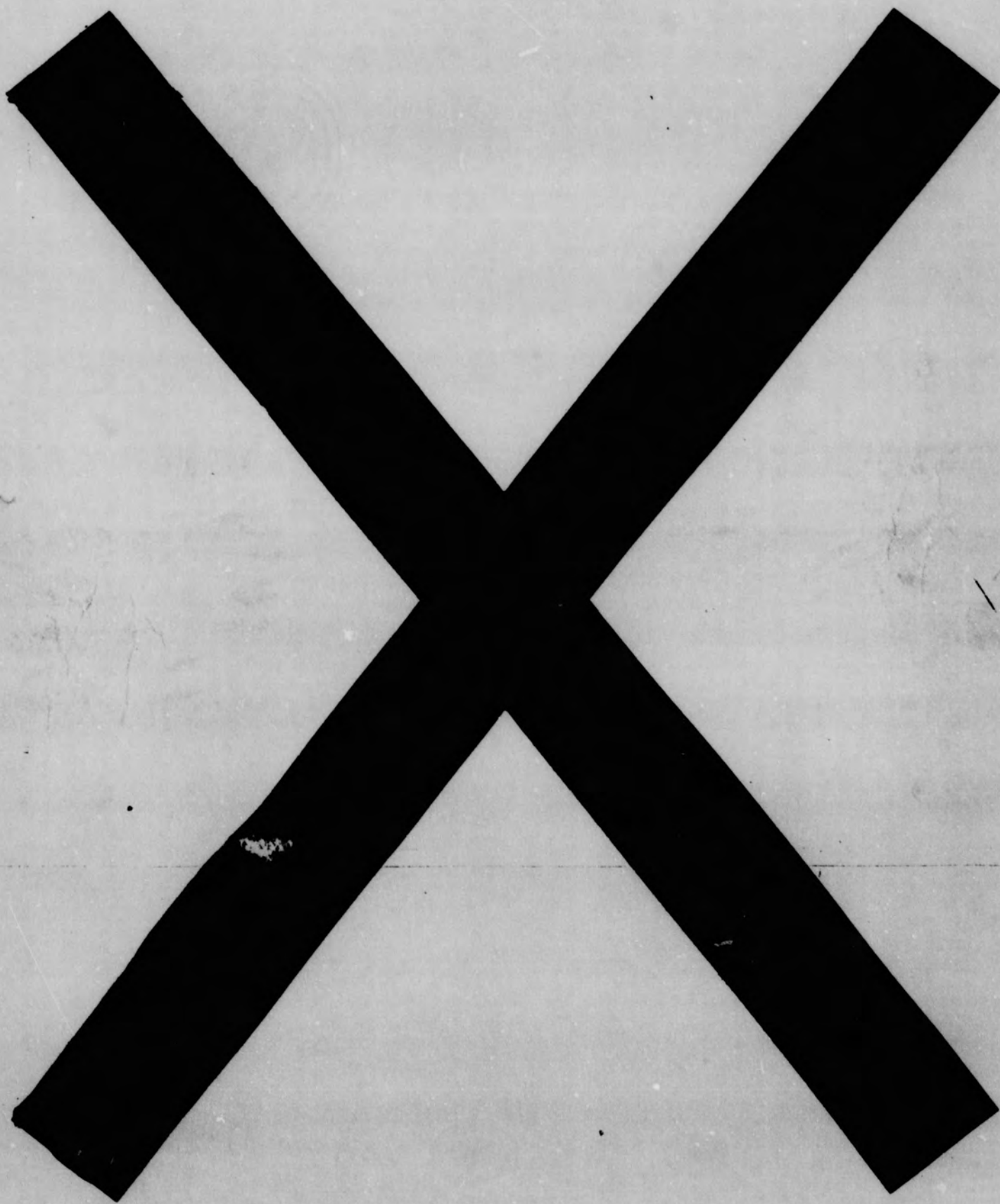
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203353



SURFACE TRANSPORTATION BOARD

# Memorandum

203353


ENTERED  
Office of the Secretary

SEP - 6 2001

Part of  
Public Record

DATE: September 6, 2001

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

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

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



Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

**Attachments**

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





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

**T. J. Stephenson**  
Assistant Vice President -  
Service Measurements

September 5, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, August 31st. Cars on-line remained essentially flat, moving up slightly from 239,025 to 239,585 cars. Train velocity decreased slightly from 21.9 to 21.7 miles-per hour, and terminal dwell increased from 24.0 to 24.4 hours.

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

### **Chicago Gateway Operations**

The on-time-to-two-hours-late measure was unchanged from last week at 75%. The percent of trains in the more-than-six-hours-late category moved favorably seven percentage points to 2%.

### **Yards and Terminals**

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

### **Corridor Performance**

Two of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the New Orleans to Carolinas corridor with 87%. Overall, the on-time-to-two-hours-late category was 77%, improving one percentage point from last week. The greater-than-six-hours-late category was 9%, the same percentage as last week.

## **Shared Areas**

Daily average on hand cars decreased at Oak Island, and increased at Pavonia and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.8 hours, up from 25.9 hours the prior week.

## **Additional Measurements**

**Train Delay Metric:** For 718 train starts, weekly train delay totaled 7 hours for Power and 54 hours for Crew. Power delay hours increased slightly, and Crew delay hours decreased from the previous week.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 24.7% for the week, up from 22.8% reported last week.

**Daily Crew Availability Percentage:** Crew Availability Percentage was 77%, the same as reported last week. This is normal for the high-vacation summer period.

**Daily Number of Recrews Required:** Of 1799 crew starts, 38 (2%) were recrews, the same percentage reported last week.

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

**Locomotives:** Gross Locomotives = 3764, Average Available = 3463, and Out-of-Service Ratio = 5.3%, improved from 5.4% the previous week.

**Cars Offered in Interchange:** averaged 175 cars daily, 45 of which were for the Norfolk Southern. The NS-offered increased, and the total-offered decreased from the prior week.

**On-time performance, passenger trains through Brunswick, MD:** 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 90% for 90 MARC trains (West Virginia – Washington).

**Buffalo Customer Service (Hot Line):** the customer service center received no calls this week. Customers have not used this line for the past 19 weeks.

Last week CSXT met the goal for 14 of the 18 key third quarter service measurements. Goals were met for FRA-reportable injuries, FRA-reportable derailments, cars on-line, overall train velocity, merchandise train velocity, slow order miles, relief crews, crew delay hours, car dwell, on-time train origination, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out-of-service ratio. Three of the measurements (slow order miles, car dwell, and industrial switching) equaled or surpassed their previous best performance for the year.

The overall performance of the rail network remained at a high level going into the holiday weekend. Because of excellent operational conditions, CSXT shut down some operations for a portion of the Labor Day holiday. Next week's numbers will reflect the shutdown.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending:

08/31/01

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	242	323	530	309	388
	Cars On Hand - Empty	233	236	420	368	406
	Cars On Hand - Total	475	559	950	677	794
	Cars Handled	397	361	657	571	455
	Dwell Hours	37.9	26.9	30.1	31.4	27.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	244	230	245	265	257
	Cars On Hand - Empty	254	259	414	334	305
	Cars On Hand - Total	498	489	659	599	562
	Cars Handled	238	306	415	474	527
	Dwell Hours	38.8	29.5	21.8	27.4	19.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	205	280	216	170	189
	Cars On Hand - Empty	154	165	102	150	99
	Cars On Hand - Total	359	445	318	320	288
	Cars Handled	326	406	176	225	296
	Dwell Hours	20.9	22.2	25.8	24.7	15.8

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

Overall terminal dwell time was 26.8 hours, up from 25.9 hours last week.



## Surface Transportation Board Performance Measures

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01
North Jersey SAA	Number of Originations	6	7	10	10	7
	% Ontime	67%	86%	60%	50%	43%
	% Late 0-2 Hours	33%	14%	20%	10%	14%
	% Late 2-4 Hours	0%	0%	10%	10%	29%
	% Late 4-6 Hours	0%	0%	10%	10%	0%
	% Late GT 6 Hours	0%	0%	0%	20%	14%
South Jersey SAA	Number of Originations	0	2	2	2	2
	% Ontime	0%	50%	50%	50%	100%
	% Late 0-2 Hours	0%	0%	50%	50%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	50%	0%	0%	0%
Detroit SAA	Number of Originations	5	7	8	8	8
	% Ontime	100%	57%	75%	63%	88%
	% Late 0-2 Hours	0%	43%	25%	38%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

**CSX Comments:** Total road train delays were 47 trains. Crew delays were 12 trains for 70 hours; 2 trains were delayed 10 hours for power; originating trains 33 for 229 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

#### CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01	Average
Cars Offered	NS	69	0	35	27	92	45
	All Other	179	72	138	153	110	130
	Total	248	72	173	180	202	175

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	50%	50%	70%
MARC	Trains	18	18	18	18	18	90
	% On Time	89%	100%	78%	83%	100%	90%

AMTK measured according to contract with CSX1.

**Surface Transportation Board**  
**Performance Measures**  
**CSXT Train Crew Delay**

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	08/25/01	08/26/01	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01	Total
Baltimore	Train Crew Starts	20	13	20	20	17	23	19	132
	Crews Delayed +2 Hours	10	7	10	8	9	12	8	64
	% Delayed +2 Hours	50%	54%	50%	40%	53%	52%	42%	48%
Buffalo	Train Crew Starts	50	39	36	51	34	40	54	304
	Crews Delayed +2 Hours	7	4	5	3	6	6	10	41
	% Delayed +2 Hours	14%	10%	14%	6%	18%	15%	19%	13%
Chicago	Train Crew Starts	22	27	21	24	22	24	22	162
	Crews Delayed +2 Hours	9	6	8	8	5	6	8	50
	% Delayed +2 Hours	41%	22%	38%	33%	23%	25%	36%	31%
Cincinnati	Train Crew Starts	38	39	32	32	38	38	37	254
	Crews Delayed +2 Hours	10	9	7	10	6	7	12	61
	% Delayed +2 Hours	26%	23%	22%	31%	16%	18%	32%	24%
Cleveland	Train Crew Starts	28	28	21	17	24	18	21	157
	Crews Delayed +2 Hours	11	8	6	4	6	5	6	46
	% Delayed +2 Hours	39%	29%	29%	24%	25%	28%	29%	29%
Cumberland	Train Crew Starts	32	30	30	32	34	36	34	228
	Crews Delayed +2 Hours	3	5	0	1	4	1	2	16
	% Delayed +2 Hours	9%	17%	0%	3%	12%	3%	6%	7%
Detroit	Train Crew Starts	6	4	4	4	4	3	4	29
	Crews Delayed +2 Hours	1	0	1	1	0	0	0	3
	% Delayed +2 Hours	17%	0%	25%	25%	0%	0%	0%	10%
Philadelphia	Train Crew Starts	12	11	8	12	10	15	13	81
	Crews Delayed +2 Hours	3	2	0	5	4	1	5	20
	% Delayed +2 Hours	25%	18%	0%	42%	40%	7%	38%	25%
Selkirk	Train Crew Starts	49	40	34	44	42	50	46	305
	Crews Delayed +2 Hours	10	13	6	13	10	8	13	73
	% Delayed +2 Hours	20%	33%	18%	30%	24%	16%	28%	24%
Toledo	Train Crew Starts	32	29	29	30	27	34	39	220
	Crews Delayed +2 Hours	8	7	6	10	8	14	14	67
	% Delayed +2 Hours	25%	24%	21%	33%	30%	41%	36%	30%
Willard	Train Crew Starts	40	41	31	46	41	45	45	289
	Crews Delayed +2 Hours	12	11	7	7	9	10	6	62
	% Delayed +2 Hours	30%	27%	23%	15%	22%	22%	13%	21%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	08/25/01	08/26/01	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01	Total
Train Delay	Originating Train Starts	101	107	89	99	107	99	116	718
	Delayed Hours - Power	1	2	0	2	1	0	1	7
	Delayed Hours - Crews	20	13	6	5	0	3	7	54

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	08/25/01	08/26/01	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01	Average
Crew Availability		75%	75%	78%	78%	79%	78%	77%	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	08/25/01	08/26/01	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01	Total
Crews/Recrews	Train Crew Starts	270	235	213	257	269	269	286	1799
	Recrews	3	4	4	5	6	10	6	38
	% Recrewed	1%	2%	2%	2%	2%	4%	2%	2%

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



**Surface Transportation Board**  
**Performance Measures**  
**CSXT Locomotive Fleet Condition**

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	08/25/01	08/26/01	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01	Average
Locomotives	Gross Fleet Size	3763	3770	3771	3777	3769	3745	3750	3764
	Avg. Number Available	3464	3461	3465	3478	3464	3440	3457	3463
	OOS Ratio	5.4	5.4	5.5	5.3	5.4	5.3	4.7	5.3

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

**Shared Asset Areas Train Delay**

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	08/25/01	08/26/01	08/27/01	08/28/01	08/29/01	08/30/01	08/31/01	Average
Train Delay	Philadelphia/South Jersey	3	2	1	1	0	3	1	2
	North Jersey	8	3	3	1	3	7	5	4
	Detroit	3	1	1	0	1	0	0	1

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

**George A. Aspatore**  
**General Solicitor**

(757) 629-2657  
(757) 533-4872  
E-mail [gaaspato@nscorp.com](mailto:gaaspato@nscorp.com)

September 5, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending August 31, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.  
September 5, 2001  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

September 5, 2001

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

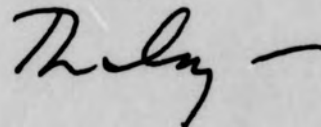
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 105 trains were held for terminal delays, 55 trains were held for crews, and 36 trains were held for power.

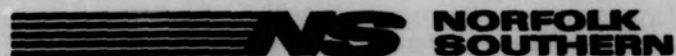
With respect to our customer service hotline in Buffalo, NS did not receive any calls over the two-week period.

In the Shared Assets Areas, daily average on-hand car volume increased at North Yard and Pavonia and decreased at Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power increased from the prior week. Twelve trains were delayed 70 hours for lack of crews and 2 trains were delayed 10 hours for power. Thirty-three originating trains were delayed a total of 229 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 56% of the delay hours reported in the SAAs.

Sincerely,



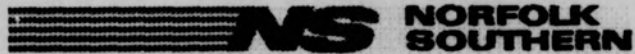




For the week ending 8/31/01

Shared Asset Area - Yard Performance

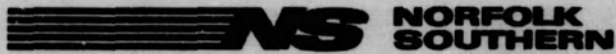
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	154	205	359	326	20.9
	#####	850	165	280	445	406	22.2
	#####	850	102	216	318	176	25.8
	#####	850	150	170	320	225	24.7
	#####	850	99	189	288	296	15.8
North Yard MI Average		850	134	212	346	286	21.4
Oak Island NJ	#####	1200	233	242	475	397	37.9
	#####	1200	236	323	559	361	26.9
	#####	1200	420	530	950	657	30.1
	#####	1200	368	309	677	571	31.4
	#####	1200	406	388	794	455	27.2
Oak Island NJ Average		1200	333	358	691	488	30.7
Pavonia NJ	#####	900	254	244	498	238	38.8
	#####	900	259	230	489	306	29.5
	#####	900	414	245	659	415	21.8
	#####	900	334	265	599	474	27.4
	#####	900	305	257	562	527	19.9
Pavonia Average		900	313	248	561	392	25.9



For the week ending 8/31/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	27-Aug	5	100%	0%	0%	0%	0%
	28-Aug	7	57%	43%	0%	0%	0%
	29-Aug	8	75%	25%	0%	0%	0%
	30-Aug	8	63%	38%	0%	0%	0%
	31-Aug	8	88%	13%	0%	0%	0%
Detroit Total		36	75%	25%	0%	0%	0%
North Jersey Total	27-Aug	6	67%	33%	0%	0%	0%
	28-Aug	7	86%	14%	0%	0%	0%
	29-Aug	10	60%	20%	10%	10%	0%
	30-Aug	10	50%	10%	10%	10%	20%
	31-Aug	7	43%	14%	29%	0%	14%
North Jersey Total		40	60%	18%	10%	5%	8%
South Jersey Total	27-Aug	0	100%	0%	0%	0%	0%
	28-Aug	2	50%	0%	0%	0%	50%
	29-Aug	2	50%	50%	0%	0%	0%
	30-Aug	2	50%	50%	0%	0%	0%
	31-Aug	2	100%	0%	0%	0%	0%
South Jersey Total		8	63%	25%	0%	0%	13%
Grand Total		84	67%	21%	5%	2%	5%

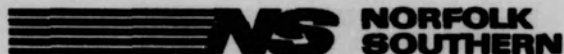


For the week ending 8/31/01

**Shared Asset Area Trains Held**

area	Sat 25-Aug	Sun 26-Aug	Mon 27-Aug	Tue 28-Aug	Wed 29-Aug	Thu 30-Aug	Fri 31-Aug	Grand Total
North Jersey	8	3	3	1	3	7	5	30
South Jersey	3	2	1	1	0	3	1	11
Detroit	3	1	1	0	1	0	0	6

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



### NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	89	26	65	0	18	198
<b>Total</b>	<b>89</b>	<b>26</b>	<b>65</b>	<b>0</b>	<b>18</b>	<b>198</b>

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

### NS Northern Region Train Starts and Delays

	Saturday 25-Aug	Sunday 26-Aug	Monday 27-Aug	Tuesday 28-Aug	Wednesday 29-Aug	Thursday 30-Aug	Friday 31-Aug	Grand Total
# of Train Starts	168	143	165	180	169	171	173	1169
<b>Delay Cause</b>								
Crew Delays (hrs)	6.0	10.7	7.0	0.6	19.9	11.3	3.5	59.0
Power Delays (hrs)	27.1	21.0	25.8	66.0	20.8	149.0	18.6	328.1

The delay numbers are expressed in hours

### Locomotive Fleet Statistics

	Saturday 25-Aug	Sunday 26-Aug	Monday 27-Aug	Tuesday 28-Aug	Wednesday 29-Aug	Thursday 30-Aug	Friday 31-Aug	average
<b>Fleet Size</b>	3066	3082	3131	3129	3154	3157	3133	3122
available	2894	2911	2969	2952	2985	2980	2970	2952
out of service %	5.6%	5.5%	5.2%	5.7%	5.4%	5.6%	5.2%	5.5%

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





### NS Crew Starts and Delays

		Saturday 25-Aug	Sunday 26-Aug	Monday 27-Aug	Tuesday 28-Aug	Wednesday 29-Aug	Thursday 30-Aug	Friday 31-Aug	total
Allentown	crew starts	11	12	17	15	16	19	17	107
	crews delayed	4	3	6	3	2	6	5	29
Bellevue	crew starts	40	44	35	35	52	45	43	294
	crews delayed	9	6	7	7	8	13	8	58
Buffalo	crew starts	21	19	16	21	24	20	27	148
	crews delayed	4	7	2	4	6	1	5	29
Chicago	crew starts	32	38	36	36	39	41	33	255
	crews delayed	12	13	13	16	21	18	15	108
Cincinnati	crew starts	34	33	32	32	34	36	35	236
	crews delayed	10	4	5	3	9	6	7	44
Cleveland	crew starts	8	7	7	11	6	8	10	57
	crews delayed	3	2	4	4	3	1	3	20
Conway	crew starts	52	52	44	50	53	55	54	360
	crews delayed	16	14	9	17	16	14	15	101
Detroit	crew starts	15	13	16	20	18	20	23	125
	crews delayed	3	3	3	7	4	8	7	35
Elkhart	crew starts	37	44	39	42	45	42	43	292
	crews delayed	15	22	15	20	16	14	17	119
Harrisburg	crew starts	47	47	48	54	62	59	52	369
	crews delayed	15	12	21	21	31	29	23	152
Toledo	crew starts	62	58	52	51	56	55	62	396
	crews delayed	7	16	11	12	13	18	19	96

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 25-Aug	Sunday 26-Aug	Monday 27-Aug	Tuesday 28-Aug	Wednesday 29-Aug	Thursday 30-Aug	Friday 31-Aug	average
availability%	71%	71%	75%	76%	77%	76%	76%	75%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 25-Aug	Sunday 26-Aug	Monday 27-Aug	Tuesday 28-Aug	Wednesday 29-Aug	Thursday 30-Aug	Friday 31-Aug	total
crew starts	322	303	290	324	335	331	331	2236
recrews	11	12	18	16	11	20	23	111

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

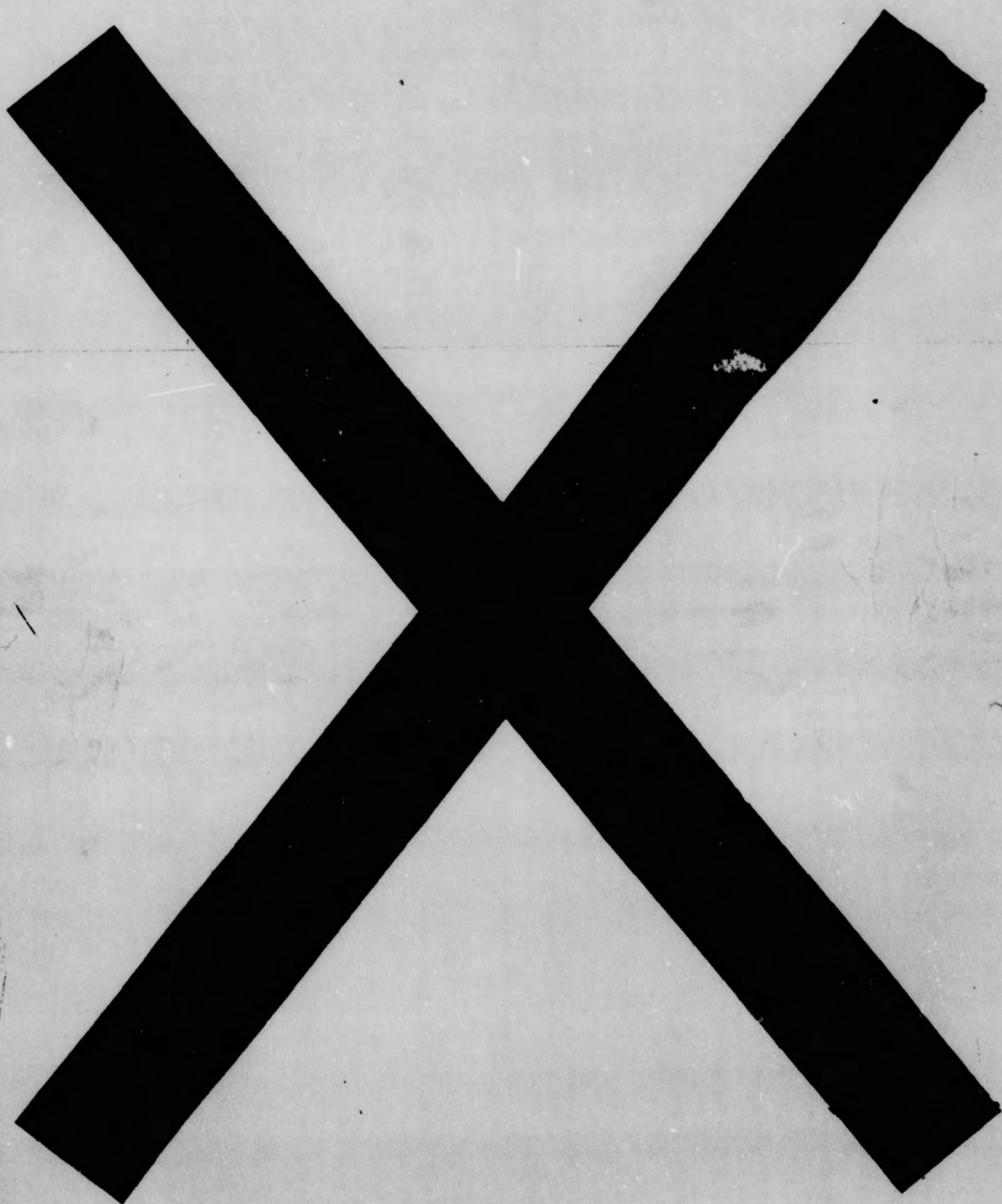
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SURFACE TRANSPORTATION BOARD

# Memorandum

ENTERED  
Office of the Secretary

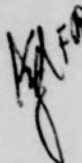
AUG 30 2001

Part of  
Public Record



DATE: August 30, 2001

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

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

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

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





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

**T. J. Stephenson**  
Assistant Vice President -  
Service Measurements

August 29, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, August 24th. Cars on-time remained essentially flat, moving up slightly from 238,864 to 239,025 cars. Train velocity improved slightly from 21.8 to 21.9 miles-per hour, and terminal dwell improved from 24.5 to 24.0 hours. This is the best weekly performance recorded this year for both of these measures.

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

### **Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved unfavorably nine percentage points to 79%. The percent of trains in the more-than-six-hours-late category also moved unfavorably five percentage points to 9%.

### **Yards and Terminals**

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

### **Corridor Performance**

Two of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 90%. Overall, the on-time-to-two-hours-late category was 76%, improving five percentage points from last week. The greater-than-six-hours-late category was 9%, improving six percentage points from last week.

### **Shared Areas**

Daily average on hand cars decreased at Oak Island and Pavonia, and increased at North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.3 hours, improved from 28.4 hours the prior week.

### **Additional Measurements**

Train Delay Metric: For 751 train starts, weekly train delay totaled 4 hours for Power and 85 hours for Crew. Power delay and crew delay both improved from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 22.8% for the week, improving slightly from 23.1% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 77%, the same as reported last week. This is normal for the high-vacation summer period.

Daily Number of Recrews Required: Of 1820 crew starts, 35 (2%) were recrews, the same percentage reported last week.

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

Locomotives: Gross Locomotives = 3750, Average Available = 3448, and Out-of-Service Ratio = 5.4%, improved from 5.5% the previous week.

Cars Offered in Interchange: averaged 242 cars daily, 30 of which were for the Norfolk Southern. The NS-offered and the total-offered both increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 95% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 18 weeks.

Last week CSXT met the goal for 15 of the 18 key third quarter service measurements. Goals were met for FRA-reportable derailments, cars on-line, overall train velocity, merchandise train velocity, slow order miles, crew on duty greater than 12 hours, relief crews, crew delay hours, car dwell, on-time train origination, on-time destination arrival, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out-of-service ratio. Six of the measurements (overall train velocity, merchandise train velocity, slow order miles, car dwell, on-time origination, and industrial switching) equaled or surpassed their previous best performance for the year.

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

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 08/24/01

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/20/01	08/21/01	08/22/01	08/23/01	08/24/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	360	178	509	383	485
	Cars On Hand - Empty	243	278	369	532	386
	Cars On Hand - Total	603	456	878	915	871
	Cars Handled	407	217	685	752	655
	Dwell Hours	32.4	31.7	29.4	31.4	24.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	228	206	348	195	170
	Cars On Hand - Empty	178	240	357	420	313
	Cars On Hand - Total	406	446	705	615	483
	Cars Handled	194	319	523	429	266
	Dwell Hours	47.8	24.3	19.4	21.8	25.1
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	76	131	173	189	174
	Cars On Hand - Empty	37	97	118	100	71
	Cars On Hand - Total	113	228	291	289	245
	Cars Handled	162	255	329	180	206
	Dwell Hours	20.0	16.1	17.2	19.6	22.5

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

Overall terminal dwell time was 25.9 hours, down from 26.3 hours last week.



## Surface Transportation Board Performance Measures

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/20/01	08/21/01	08/22/01	08/23/01	08/24/01
North Jersey SAA	Number of Originations	8	4	11	10	10
	% Ontime	75%	75%	36%	40%	40%
	% Late 0-2 Hours	13%	25%	36%	50%	60%
	% Late 2-4 Hours	13%	0%	18%	0%	0%
	% Late 4-6 Hours	0%	0%	9%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	10%	0%
South Jersey SAA	Number of Originations	1	2	2	2	2
	% Ontime	0%	100%	50%	100%	100%
	% Late 0-2 Hours	0%	0%	50%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	100%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	7	8	9	8
	% Ontime	50%	86%	50%	44%	50%
	% Late 0-2 Hours	50%	14%	50%	22%	25%
	% Late 2-4 Hours	0%	0%	0%	11%	13%
	% Late 4-6 Hours	0%	0%	0%	11%	0%
	% Late GT 6 Hours	0%	0%	0%	11%	13%

**CSX Comments:** Total road train delays were 35 trains. Crew delays were 5 trains for 13 hours; 2 trains were delayed 12 hours for power; originating trains 28 for 150 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

#### CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 08/20/01	Tuesday 08/21/01	Wednesday 08/22/01	Thursday 08/23/01	Friday 08/24/01	Daily Average
Cars Offered	NS	28	39	74	7	1	30
	All Other	172	205	202	278	205	212
	Total	200	244	276	285	206	242

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 08/20/01	Tuesday 08/21/01	Wednesday 08/22/01	Thursday 08/23/01	Friday 08/24/01	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	50%	50%	70%
MARC	Trains	18	18	18	18	18	90
	% On Time	94%	100%	94%	89%	100%	95%

AMTK measured according to contract with CSXT.

**Surface Transportation Board**  
**Performance Measures**  
**CSXT Train Crew Delay**

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	08/18/01	08/19/01	08/20/01	08/21/01	08/22/01	08/23/01	08/24/01	Total
Baltimore	Train Crew Starts	14	17	15	21	20	21	21	129
	Crews Delayed +2 Hours	4	9	8	10	4	15	10	60
	% Delayed +2 Hours	29%	53%	53%	48%	20%	71%	48%	47%
Buffalo	Train Crew Starts	49	42	35	51	49	55	52	333
	Crews Delayed +2 Hours	7	2	8	8	4	3	5	37
	% Delayed +2 Hours	14%	5%	23%	16%	8%	5%	10%	11%
Chicago	Train Crew Starts	28	25	25	23	28	28	24	181
	Crews Delayed +2 Hours	7	8	5	5	10	9	3	47
	% Delayed +2 Hours	25%	32%	20%	22%	36%	32%	13%	26%
Cincinnati	Train Crew Starts	42	36	40	39	37	40	39	273
	Crews Delayed +2 Hours	10	8	9	9	7	13	8	64
	% Delayed +2 Hours	24%	22%	23%	23%	19%	33%	21%	23%
Cleveland	Train Crew Starts	25	23	24	20	20	26	23	161
	Crews Delayed +2 Hours	8	6	8	6	4	6	8	46
	% Delayed +2 Hours	32%	26%	33%	30%	20%	23%	35%	29%
Cumberland	Train Crew Starts	33	30	31	27	33	32	31	217
	Crews Delayed +2 Hours	3	0	2	1	2	1	2	11
	% Delayed +2 Hours	9%	0%	6%	4%	6%	3%	6%	5%
Detroit	Train Crew Starts	5	3	2	8	4	5	3	30
	Crews Delayed +2 Hours	1	0	1	2	1	1	1	7
	% Delayed +2 Hours	20%	0%	50%	25%	25%	20%	33%	23%
Philadelphia	Train Crew Starts	13	9	11	11	14	10	11	79
	Crews Delayed +2 Hours	2	1	5	1	4	2	4	19
	% Delayed +2 Hours	15%	11%	45%	9%	29%	20%	36%	24%
Selkirk	Train Crew Starts	49	44	27	43	43	50	49	305
	Crews Delayed +2 Hours	6	12	5	9	5	11	9	57
	% Delayed +2 Hours	12%	27%	19%	21%	12%	22%	18%	19%
Toledo	Train Crew Starts	28	37	30	26	31	27	35	214
	Crews Delayed +2 Hours	9	5	4	6	4	10	12	50
	% Delayed +2 Hours	32%	14%	13%	23%	13%	37%	34%	23%
Willard	Train Crew Starts	45	42	34	37	42	43	46	289
	Crews Delayed +2 Hours	9	14	8	12	9	8	13	73
	% Delayed +2 Hours	20%	33%	24%	32%	21%	19%	28%	25%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	08/18/01	08/19/01	08/20/01	08/21/01	08/22/01	08/23/01	08/24/01	Total
Train Delay	Originating Train Starts	119	103	92	101	108	115	113	751
	Delayed Hours - Power	0	0	0	2	1	0	1	4
	Delayed Hours - Crews	38	5	2	12	4	9	15	85

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	08/18/01	08/19/01	08/20/01	08/21/01	08/22/01	08/23/01	08/24/01	Average
Crew Availability		75%	74%	76%	78%	78%	78%	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	08/18/01	08/19/01	08/20/01	08/21/01	08/22/01	08/23/01	08/24/01	Total
Crews/Recrews	Train Crew Starts	289	219	232	254	271	282	273	1820
	Recrews	12	2	2	4	4	6	5	35
	% Recrewed	4%	1%	1%	2%	1%	2%	2%	2%

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



## Surface Transportation Board Performance Measures

### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	08/18/01	08/19/01	08/20/01	08/21/01	08/22/01	08/23/01	08/24/01	Average
Locomotives	Gross Fleet Size	3758	3736	3742	3746	3750	3758	3759	3750
	Avg. Number Available	3464	3443	3452	3452	3418	3446	3461	3448
	OOS Ratio	5.2	4.9	5.4	5.3	5.6	5.9	5.8	5.4

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

### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	08/18/01	08/19/01	08/20/01	08/21/01	08/22/01	08/23/01	08/24/01	Average
Train Delay	Philadelphia/South Jersey	2	1	0	2	0	2	0	1
	North Jersey	4	3	3	1	3	4	7	4
	Detroit	1	1	1	0	0	0	0	0

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

**George A. Aspatore**  
**General Solicitor**

(757) 629-2657  
(757) 533-4872  
E-mail [gaaspato@nscorp.com](mailto:gaaspato@nscorp.com)

August 29, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending August 24, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.  
August 29, 2001  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

August 29, 2001

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

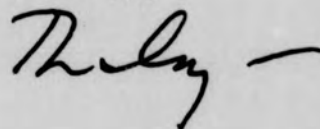
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 39 trains were held for terminal delays, 25 trains were held for crews, and 34 trains were held for power.

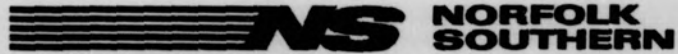
In the Shared Assets Areas, daily average on-hand car volume increased at Oak Island and decreased at North Yard and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. The number of reported road train delays for crews and power decreased from last week. Five trains were delayed 13 hours for lack of crews and 2 trains were delayed 12 hours awaiting power. Twenty-eight originating trains were delayed a total of 150 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 55% of the delay hours reported in the SAAs.

Due to technical difficulties, the Chicago Gateway Interchange Operations table and Corridor Train Performance table for the week ending August 3, 2001 contained incomplete data. Revised versions of these two tables are appended to this week's reports.

Sincerely,



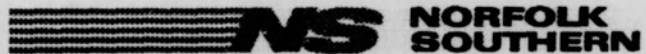




For the week ending 8/24/01

Shared Asset Area - Yard Performance

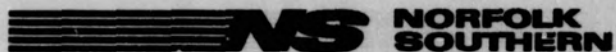
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	37	76	113	162	20.0
	#####	850	97	131	228	255	16.1
	#####	850	118	173	291	329	17.2
	#####	850	100	189	289	180	19.6
	#####	850	71	174	245	206	22.5
North Yard MI Average		850	85	149	233	226	18.7
Oak Island NJ	#####	1200	243	360	603	407	32.4
	#####	1200	278	178	456	217	31.7
	#####	1200	369	509	878	685	29.4
	#####	1200	532	383	915	752	31.4
	#####	1200	386	485	871	655	24.7
Oak Island NJ Average		1200	362	383	745	543	29.5
Pavonia NJ	#####	900	178	228	406	194	47.8
	#####	900	240	206	446	319	24.3
	#####	900	357	348	705	523	19.4
	#####	900	420	195	615	429	21.8
	#####	900	313	170	483	266	25.1
Pavonia Average		900	302	229	531	346	25.0



For the week ending 8/24/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	20-Aug	6	50%	50%	0%	0%	0%
	21-Aug	7	86%	14%	0%	0%	0%
	22-Aug	8	50%	50%	0%	0%	0%
	23-Aug	9	44%	22%	11%	11%	11%
	24-Aug	8	50%	25%	13%	0%	13%
Detroit Total		38	55%	32%	5%	3%	5%
North Jersey Total	20-Aug	8	75%	13%	13%	0%	0%
	21-Aug	4	75%	25%	0%	0%	0%
	22-Aug	11	36%	36%	18%	9%	0%
	23-Aug	10	40%	50%	0%	0%	10%
	24-Aug	10	40%	60%	0%	0%	0%
North Jersey Total		43	49%	40%	7%	2%	2%
South Jersey Total	20-Aug	1	0%	0%	0%	0%	100%
	21-Aug	2	100%	0%	0%	0%	0%
	22-Aug	2	50%	50%	0%	0%	0%
	23-Aug	2	100%	0%	0%	0%	0%
	24-Aug	2	100%	0%	0%	0%	0%
South Jersey Total		9	78%	11%	0%	0%	11%
Grand Total		90	54%	33%	6%	2%	4%

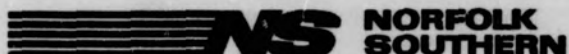


For the week ending 8/24/01

**Shared Asset Area Trains Held**

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

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



### NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	123	0	0	0	0	123
Total	123	0	0	0	0	123

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

### NS Northern Region Train Starts and Delays

	Saturday 18-Aug	Sunday 19-Aug	Monday 20-Aug	Tuesday 21-Aug	Wednesday 22-Aug	Thursday 23-Aug	Friday 24-Aug	Grand Total
# of Train Starts	175	159	180	162	161	169	168	1174
Delay Cause								
Crew Delays (hrs)	9.9	15.2	3.4	0.5	13.1	21.6	11.9	75.5
Power Delays (hrs)	18.5	11.5	31.3	52.1	53.7	21.5	33.7	222.2

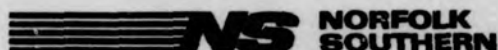
The delay numbers are expressed in hours

### Locomotive Fleet Statistics

	Saturday 18-Aug	Sunday 19-Aug	Monday 20-Aug	Tuesday 21-Aug	Wednesday 22-Aug	Thursday 23-Aug	Friday 24-Aug	average
Fleet Size	3022	3043	3049	3038	3060	3066	3075	3050
available	2868	2856	2871	2856	2886	2885	2902	2875
out of service %	5.1%	6.1%	5.8%	6.0%	5.7%	5.9%	5.6%	5.8%

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





### NS Crew Starts and Delays

		Saturday 18-Aug	Sunday 19-Aug	Monday 20-Aug	Tuesday 21-Aug	Wednesday 22-Aug	Thursday 23-Aug	Friday 24-Aug	total
Allentown	crew starts	12	13	16	16	16	16	16	105
	crews delayed	2	2	3	1	3	2	3	16
Bellevue	crew starts	35	39	37	38	43	40	43	275
	crews delayed	7	5	5	3	8	6	7	41
Buffalo	crew starts	16	20	18	21	22	23	19	139
	crews delayed	2	6	3	1	3	2	4	21
Chicago	crew starts	31	33	30	33	33	37	33	230
	crews delayed	15	16	7	13	10	16	16	93
Cincinnati	crew starts	39	33	31	28	39	32	36	238
	crews delayed	4	6	5	2	10	4	10	41
Cleveland	crew starts	4	10	7	7	6	9	5	48
	crews delayed	1	4	2	3	1	3	1	15
Conway	crew starts	53	47	42	50	54	50	47	343
	crews delayed	15	13	10	13	17	13	17	98
Detroit	crew starts	15	10	14	20	17	18	22	116
	crews delayed	5	3	1	4	3	7	12	35
Elkhart	crew starts	39	39	28	36	36	39	34	251
	crews delayed	14	13	11	14	17	13	13	95
Harrisburg	crew starts	46	49	39	53	55	57	58	357
	crews delayed	21	17	10	10	15	16	25	116
Toledo	crew starts	54	48	47	60	60	49	52	370
	crews delayed	16	7	8	18	13	12	16	90

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 18-Aug	Sunday 19-Aug	Monday 20-Aug	Tuesday 21-Aug	Wednesday 22-Aug	Thursday 23-Aug	Friday 24-Aug	average
availability%	72%	70%	73%	76%	76%	76%	76%	74%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 18-Aug	Sunday 19-Aug	Monday 20-Aug	Tuesday 21-Aug	Wednesday 22-Aug	Thursday 23-Aug	Friday 24-Aug	total
crew starts	305	287	256	313	328	316	308	2133
recrews	12	9	12	11	18	19	11	92

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

STB

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8-23-01

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SURFACE TRANSPORTATION BOARD

# Memorandum



DATE: August 23, 2001

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

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

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

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

ENTERED  
Office of the Secretary

AUG 23 2001

Part of  
Public Record



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

**T. J. Stephenson**  
Assistant Vice President -  
Service Measurements

August 22, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, August 17th. All three key service measures showed improvement last week. Cars on-line improved from 239,146 to 238,864 cars. Train velocity improved from 21.3 to 21.8 miles-per-hour and terminal dwell decreased slightly from 24.6 to 24.5 hours.

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

#### **Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved favorably six percentage points to 84%. The percent of trains in the more-than-six-hours-late category also improved one percentage point to 4%.

#### **Yards and Terminals**

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

#### **Corridor Performance**

Three of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 96%. Overall, the on-time-to-two-hours-late category was 71%, down one percentage point from last week. The greater-than-six-hours-late category was 15%, up four percentage points from last week.



### **Shared Areas**

Daily average on hand cars decreased at Oak Island and Pavonia, and increased at North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.3 hours, improved from 28.4 hours the prior week.

### **Additional Measurements**

Train Delay Metric: For 760 train starts, weekly train delay totaled 16 hours for Power and 124 hours for Crew. Power delay decreased and crew delay increased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 23.1% for the week, up from 21.8% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 77%, improved from 76% reported last week. This is normal for the high-vacation summer period.

Daily Number of Recrews Required: Of 1952 crew starts, 46 (2%) were recrews, the same percentage reported last week.

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

Locomotives: Gross Locomotives = 3748, Average Available = 3438, and Out-of-Service Ratio = 5.5%, improved from 5.8% the previous week.

Cars Offered in Interchange: averaged 169 cars daily, 18 of which were for the Norfolk Southern. The NS-offered decreased, and the total-offered increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh – Washington) and 77% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 17 weeks.

Last week CSXT met the goal for 13 of the 18 key third quarter service measurements. Goals were met for FRA-reportable derailments, cars on-line, overall train velocity, merchandise train velocity, slow order miles, relief crews, crew delay hours, car dwell, right connection, on-time train origination, 30-hour cars, industrial switching, and hours of locomotive delay. Five of the measurements (overall train velocity, slow order miles, car dwell, right connection, and industrial switching, equaled or surpassed their previous best performance for the year.

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

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

# **Surface Transportation Board** **Performance Measures**

**For the week ending: 08/17/01**

## **Yard Performance**

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	311	301	298	339	425
	Cars On Hand - Empty	286	275	333	361	511
	Cars On Hand - Total	597	576	631	700	936
	Cars Handled	382	375	559	467	692
	Dwell Hours	32.1	21.6	24.9	25.2	28.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	272	211	326	343	262
	Cars On Hand - Empty	279	288	371	377	288
	Cars On Hand - Total	551	499	697	720	550
	Cars Handled	415	332	468	584	383
	Dwell Hours	39.5	26.1	25.9	20.1	26.7
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	186	145	143	163	179
	Cars On Hand - Empty	116	99	121	168	205
	Cars On Hand - Total	302	244	264	331	384
	Cars Handled	244	324	206	262	363
	Dwell Hours	28.8	21.8	21.8	27.7	22.7

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

Overall terminal dwell time was 26.3 hours, down from 28.4 hours last week.

## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01
North Jersey SAA	Number of Originations	5	7	9	11	8
	% Ontime	80%	29%	33%	36%	13%
	% Late 0-2 Hours	20%	71%	56%	27%	50%
	% Late 2-4 Hours	0%	0%	0%	9%	38%
	% Late 4-6 Hours	0%	0%	0%	9%	0%
	% Late GT 6 Hours	0%	0%	11%	18%	0%
South Jersey SAA	Number of Originations	2	3	3	2	2
	% Ontime	50%	67%	100%	0%	100%
	% Late 0-2 Hours	50%	0%	0%	100%	0%
	% Late 2-4 Hours	0%	33%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	5	7	8	8	9
	% Ontime	60%	71%	88%	75%	44%
	% Late 0-2 Hours	40%	29%	12%	25%	44%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	11%

**CSX Comments:** Total road train delays were 37 trains. Crew delays were 3 trains for 9 hours; 6 trains were delayed 31 hours for power; originating trains 28 for 158 hours, due to late arrivals.



## Surface Transportation Board

### Performance Measures

#### CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01	Average
Cars Offered	NS	19	23	23	15	10	18
	All Other	156	171	138	130	159	151
	Total	175	194	161	145	169	169

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	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	100%	50%	80%
MARC	Trains	18	18	18	18	18	90
	% On Time	67%	100%	67%	56%	94%	77%

AMTK measured according to contract with CSXT.

**Surface Transportation Board**  
**Performance Measures**  
**CSXT Train Crew Delay**

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	08/11/01	08/12/01	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01	Total
Baltimore	Train Crew Starts	13	15	13	12	12	17	15	97
	Crews Delayed +2 Hours	9	8	5	9	7	10	8	56
	% Delayed +2 Hours	69%	53%	38%	75%	58%	59%	53%	58%
Buffalo	Train Crew Starts	50	43	45	55	52	56	50	351
	Crews Delayed +2 Hours	7	7	10	3	7	7	2	43
	% Delayed +2 Hours	14%	16%	22%	5%	13%	13%	4%	12%
Chicago	Train Crew Starts	25	26	29	26	22	28	28	184
	Crews Delayed +2 Hours	8	6	4	8	10	11	7	54
	% Delayed +2 Hours	32%	23%	14%	31%	45%	39%	25%	29%
Cincinnati	Train Crew Starts	41	42	38	39	37	34	37	268
	Crews Delayed +2 Hours	12	11	10	9	8	5	11	66
	% Delayed +2 Hours	29%	26%	26%	23%	22%	15%	30%	25%
Cleveland	Train Crew Starts	25	24	25	22	31	24	27	178
	Crews Delayed +2 Hours	10	6	7	9	7	10	10	59
	% Delayed +2 Hours	40%	25%	28%	41%	23%	42%	37%	33%
Cumberland	Train Crew Starts	30	26	25	25	24	29	29	188
	Crews Delayed +2 Hours	6	4	3	1	2	1	1	18
	% Delayed +2 Hours	20%	15%	12%	4%	8%	3%	3%	10%
Detroit	Train Crew Starts	5	3	5	4	6	4	8	35
	Crews Delayed +2 Hours	0	0	2	2	2	1	3	10
	% Delayed +2 Hours	0%	0%	40%	50%	33%	25%	38%	29%
Philadelphia	Train Crew Starts	7	11	8	12	12	10	14	74
	Crews Delayed +2 Hours	0	1	0	3	3	2	2	11
	% Delayed +2 Hours	0%	9%	0%	25%	25%	20%	14%	15%
Selkirk	Train Crew Starts	47	41	38	47	49	51	50	323
	Crews Delayed +2 Hours	8	10	11	8	13	13	14	77
	% Delayed +2 Hours	17%	24%	29%	17%	27%	25%	28%	24%
Toledo	Train Crew Starts	30	27	27	23	31	32	36	206
	Crews Delayed +2 Hours	6	3	5	4	3	9	6	36
	% Delayed +2 Hours	20%	11%	19%	17%	10%	28%	17%	17%
Willard	Train Crew Starts	32	42	35	34	43	36	43	265
	Crews Delayed +2 Hours	6	10	3	8	7	5	9	48
	% Delayed +2 Hours	19%	24%	9%	24%	16%	14%	21%	18%

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

## Surface Transportation Board Performance Measures

### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	08/11/01	08/12/01	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01	Total
Train Delay	Originating Train Starts	114	90	95	108	112	120	121	760
	Delayed Hours - Power	0	0	0	3	6	3	4	16
	Delayed Hours - Crews	42	57	2	3	12	2	6	124

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	08/11/01	08/12/01	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01	Average
Crew Availability		75%	74%	77%	79%	79%	79%	77%	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	08/11/01	08/12/01	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01	Total
Crews/Recrews	Train Crew Starts	294	236	238	284	294	306	300	1952
	Recrews	12	4	6	4	6	7	7	46
	% Recrewed	4%	2%	3%	1%	2%	2%	2%	2%

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

## Surface Transportation Board Performance Measures

### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	08/11/01	08/12/01	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01	Average
Locomotives	Gross Fleet Size	3750	3728	3748	3763	3762	3744	3739	3748
	Avg. Number Available	3414	3417	3449	3455	3470	3438	3422	3438
	OOS Ratio	5.6	5.7	5.4	5.6	5.7	5.2	5.2	5.5

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

### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	08/11/01	08/12/01	08/13/01	08/14/01	08/15/01	08/16/01	08/17/01	Average
Train Delay	Philadelphia/South Jersey	1	0	1	2	0	1	1	1
	North Jersey	4	3	7	2	2	4	5	4
	Detroit	1	0	0	2	1	0	0	1

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



**George A. Aspatore**  
**General Solicitor**

(757) 629-2657  
(757) 533-4872  
E-mail [gaaspato@nscorp.com](mailto:gaaspato@nscorp.com)

August 22, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending August 17, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.  
August 22, 2001  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

August 22, 2001

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

Dear Mr. Clemens:

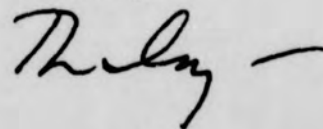
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed remained constant, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 43 trains were held for terminal delays, 24 trains were held for crews, and 25 trains were held for power.

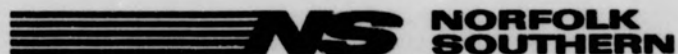
The Corridor Train Performance table has been changed this week to include an updated sample of representative trains. The trains represented on the table have recently been re-evaluated due to an ongoing network redesign.

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

In the Shared Assets Areas, daily average on-hand car volume increased at North Yard and decreased at Pavonia and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. Three trains were delayed 9 hours for lack of crews and 6 trains were delayed 31 hours for power. Twenty-eight originating trains were delayed a total of 158 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 54% of the delay hours reported in the SAAs.

Sincerely,



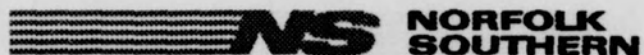


For the week ending 8/17/01

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	116	186	302	244	28.8
	#####	850	99	145	244	324	21.8
	#####	850	121	143	264	206	21.8
	#####	850	168	163	331	262	27.7
	#####	850	205	179	384	363	22.7
North Yard MI Average		850	142	163	305	280	24.4
Oak Island NJ	#####	1200	286	311	597	382	32.1
	#####	1200	275	301	576	375	21.6
	#####	1200	333	298	631	559	24.9
	#####	1200	361	339	700	467	25.2
	#####	1200	511	425	936	692	28.8
Oak Island NJ Average		1200	353	335	688	495	26.7
Pavonia NJ	#####	900	279	272	551	415	39.5
	#####	900	288	211	499	332	26.1
	#####	900	371	326	697	468	25.9
	#####	900	377	343	720	584	20.1
	#####	900	288	262	550	383	26.7
Pavonia Average		900	321	283	603	436	27.1

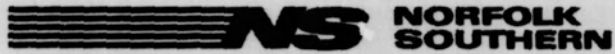




For the week ending 8/17/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	13-Aug	5	60%	40%	0%	0%	0%
	14-Aug	7	71%	29%	0%	0%	0%
	15-Aug	8	88%	13%	0%	0%	0%
	16-Aug	8	75%	25%	0%	0%	0%
	17-Aug	9	44%	44%	0%	0%	11%
Detroit Total		37	68%	30%	0%	0%	3%
North Jersey Total	13-Aug	5	80%	20%	0%	0%	0%
	14-Aug	7	29%	71%	0%	0%	0%
	15-Aug	9	33%	56%	0%	0%	11%
	16-Aug	11	36%	27%	9%	9%	18%
	17-Aug	8	13%	50%	38%	0%	0%
North Jersey Total		40	35%	45%	10%	3%	8%
South Jersey Total	13-Aug	2	50%	50%	0%	0%	0%
	14-Aug	3	67%	0%	33%	0%	0%
	15-Aug	3	100%	0%	0%	0%	0%
	16-Aug	2	0%	100%	0%	0%	0%
	17-Aug	2	100%	0%	0%	0%	0%
South Jersey Total		12	67%	25%	8%	0%	0%
Grand Total		89	53%	36%	6%	1%	4%

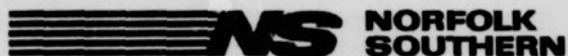


For the week ending 8/17/01

**Shared Asset Area Trains Held**

area	Sat 11-Aug	Sun 12-Aug	Mon 13-Aug	Tue 14-Aug	Wed 15-Aug	Thu 16-Aug	Fri 17-Aug	Grand Total
North Jersey	4	3	7	2	2	4	5	27
South Jersey	1	0	1	2	0	1	1	6
Detroit	1	0	0	2	1	0	0	4

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



### NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	219	10	71	0	12	312
<b>Total</b>	<b>219</b>	<b>10</b>	<b>71</b>	<b>0</b>	<b>12</b>	<b>312</b>

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

### NS Northern Region Train Starts and Delays

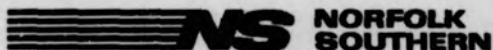
	Saturday 11-Aug	Sunday 12-Aug	Monday 13-Aug	Tuesday 14-Aug	Wednesday 15-Aug	Thursday 16-Aug	Friday 17-Aug	Grand Total
# of Train Starts	187	153	147	168	161	163	166	1145
<b>Delay Cause</b>								
Crew Delays (hrs)	10.7	14.8	4.3	7.9	13.1	3.9	7.6	62.3
Power Delays (hrs)	27.3	69.3	0.0	5.0	52.6	10.0	12.5	176.6

The delay numbers are expressed in hours

### Locomotive Fleet Statistics

	Saturday 11-Aug	Sunday 12-Aug	Monday 13-Aug	Tuesday 14-Aug	Wednesday 15-Aug	Thursday 16-Aug	Friday 17-Aug	average
<b>Fleet Size</b>	3077	3066	3091	3056	3090	3052	3068	3071
<b>available</b>	2913	2902	2914	2881	2908	2881	2900	2900
<b>out of service %</b>	5.3%	5.3%	5.7%	5.7%	5.9%	5.6%	5.5%	5.6%

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



### NS Crew Starts and Delays

		Saturday 11-Aug	Sunday 12-Aug	Monday 13-Aug	Tuesday 14-Aug	Wednesday 15-Aug	Thursday 16-Aug	Friday 17-Aug	total
Allentown	crew starts	10	12	15	13	15	15	13	93
	crews delayed	3	5	6	1	2	2	2	21
Bellevue	crew starts	43	36	28	40	43	48	45	283
	crews delayed	11	8	5	7	13	10	10	64
Buffalo	crew starts	23	20	17	23	21	23	22	149
	crews delayed	2	3	2	1	0	2	3	13
Chicago	crew starts	28	34	34	28	32	38	34	228
	crews delayed	14	13	14	12	15	19	11	98
Cincinnati	crew starts	39	36	30	31	35	30	34	235
	crews delayed	10	11	8	7	4	4	7	51
Cleveland	crew starts	9	8	5	7	6	6	9	50
	crews delayed	3	3	2	3	2	0	2	15
Conway	crew starts	54	45	44	45	52	50	47	337
	crews delayed	11	8	15	11	15	17	13	90
Detroit	crew starts	14	12	16	18	17	20	17	114
	crews delayed	3	1	4	2	3	3	5	21
Elkhart	crew starts	32	42	35	40	38	38	38	263
	crews delayed	17	16	18	13	17	14	12	107
Harrisburg	crew starts	46	47	34	46	52	49	53	327
	crews delayed	11	18	5	17	18	16	22	107
Toledo	crew starts	57	53	44	50	55	51	53	363
	crews delayed	12	10	10	9	14	13	11	79

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 11-Aug	Sunday 12-Aug	Monday 13-Aug	Tuesday 14-Aug	Wednesday 15-Aug	Thursday 16-Aug	Friday 17-Aug	average
availability%	71%	70%	73%	73%	76%	76%	75%	73%

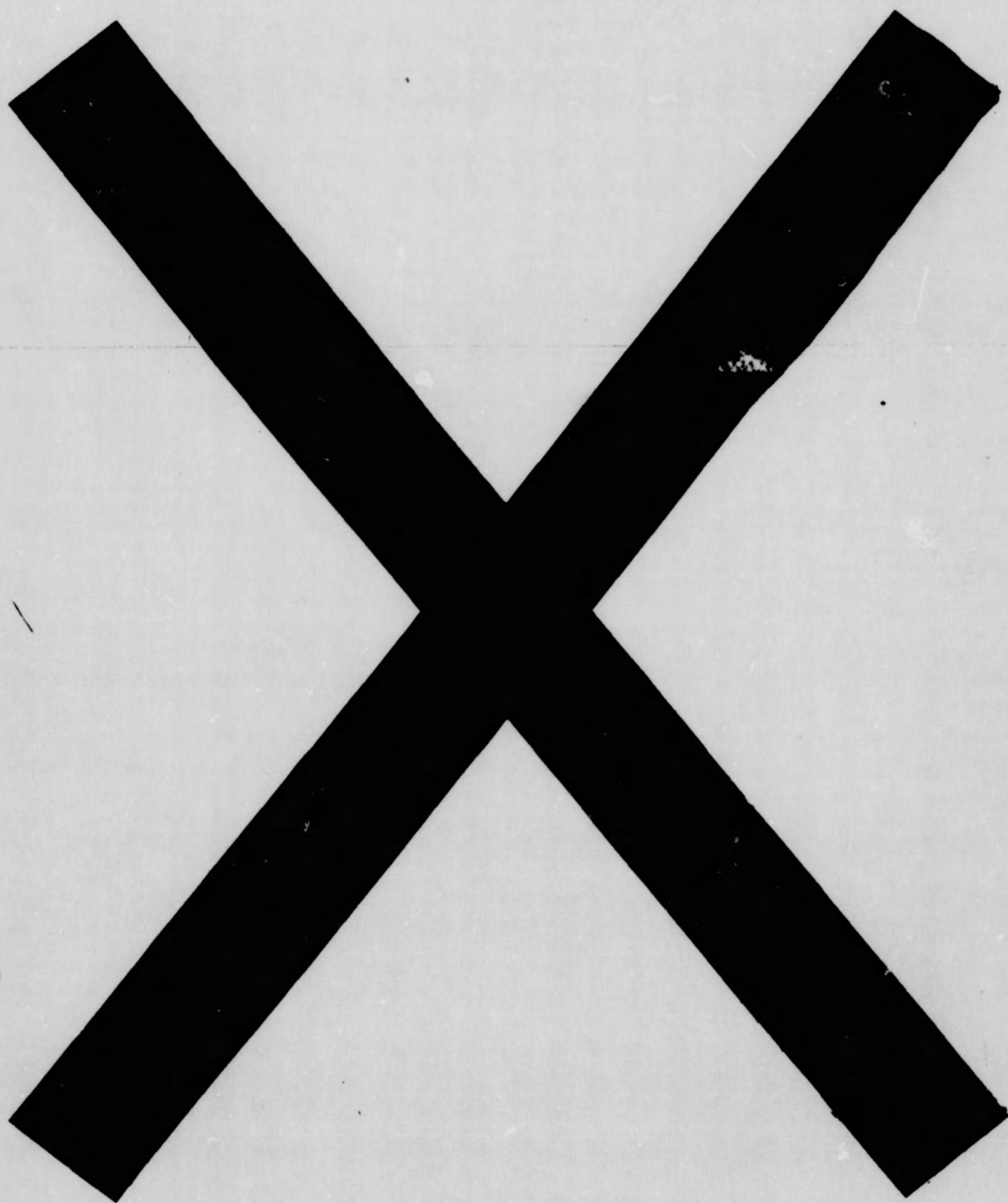
**Notes:** A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

### NS Northern Region Crew Starts and Recrews

	Saturday 11-Aug	Sunday 12-Aug	Monday 13-Aug	Tuesday 14-Aug	Wednesday 15-Aug	Thursday 16-Aug	Friday 17-Aug	total
crew starts	297	273	237	295	312	312	307	2033
recrews	10	9	10	10	12	9	15	75

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





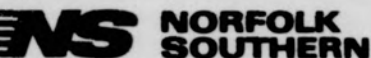
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8-20-01

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203178



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

**Bruno Maestri**  
Vice President  
Public Affairs

August 20, 2001

By Hand Delivery – Original and 25 Copies

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

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

Dear Secretary Williams:

Enclosed please find twenty-five (25) hard copies and one electronic copy of Quarterly Report Number 12 for the subject environmental condition certifying compliance in accordance with STB Decision No. 89.

Yours very truly,

Bruno Maestri

Enclosure

cc: Elaine K. Kaiser, Esq. (5 copies)



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Office of the Secretary

AUG 20 2001

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

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

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

**Quarterly Report Number 12 for  
Norfolk Southern Corporation and  
Norfolk Southern Railway Company**

**August 20, 2001**

**ENTERED  
Office of the Secretary**

**AUG 20 2001**

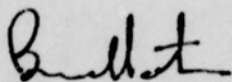
**Part of  
Public Record**



**CERTIFICATION OF COMPLIANCE**

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

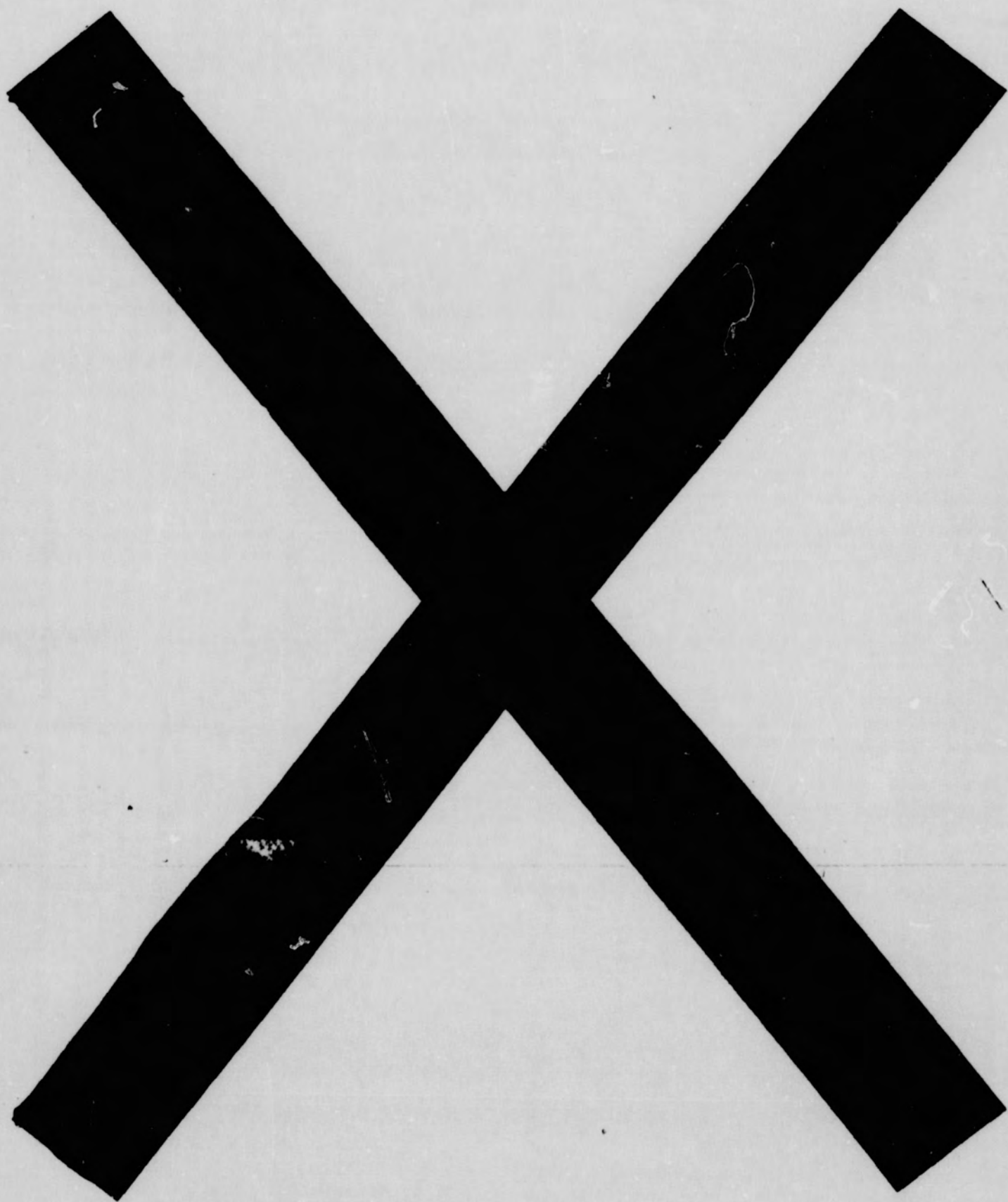
Certified by:



---

Bruno Maestri  
Vice President  
Public Affairs

Date: August 20, 2001



STB

FD-33388

8-17-01

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203169

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WRITER'S DIRECT NUMBER  
(202) 736-8071

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

August 17, 2001

**Hand Delivery -- Original and 25 Copies**

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

ENTERED  
Office of the Secretary

AUG 20 2001

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Public Record



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

**Petition for Extension of Time for Completion of Compliance with Environmental Condition 8(A): York Rd./SR 74, Mechanicsburg, Pennsylvania and Loomis St., Ripley, New York At-Grade Crossings**

Dear Secretary Williams:

Pursuant to Environmental Condition 8(A) of Appendix Q to Decision No. 89 in the above proceeding, Applicants are required to upgrade the existing warning devices at specified highway/rail at-grade crossings. Norfolk Southern Corporation and Norfolk Southern Railway Company ("Norfolk Southern" or "NS") have been successful in completing the required upgrades at nearly all of the locations designated under Environmental Condition 8(A), as indicated in the quarterly certification reports submitted by NS to the Board in compliance with Environmental Condition 8(A). With respect to two remaining at-grade crossings subject to Environmental Condition 8(A), NS requests compliance extensions beyond their present August 22, 2001 deadlines.

In Decision No. 153, served May 24, 2000, the Board extended the deadline for compliance by NS with the Environmental Condition 8(A) requirement for the Loomis St., Ripley, New York at-grade crossing (471825F) to August 22, 2001. As NS informed the STB in its April 20, 2000 letter request for the August 22, 2001 extension for the Loomis St. grade crossing, the New York Department of Transportation ("NYDOT") had determined that the



The Honorable Vernon A. Williams

August 17, 2001

Page 2

preferred alternative for the Loomis St. at-grade crossing was closure. NYDOT informed NS that it intended to convene a Regulatory Hearing and subsequently to issue a decision and order to close the Loomis St. grade crossing. NYDOT asked NS to refrain from installing improvements at this grade crossing pending proceedings to address the closure issue.

Since then, NS understands that local support for closure of the Loomis St. grade crossing has diminished and it is less clear what plans by NYDOT and the Town of Ripley for this grade crossing will be approved. Thus the matter of the closure of the Loomis St. grade crossing is still unresolved at this date. NYDOT scheduled an on-site meeting on August 14, 2001 and another meeting on August 15, 2001 to discuss the Loomis St. and other grade crossings; NS has not yet been apprised of the discussions and recommendations to come out of those meetings. NS requests a period of an additional one year, or until August 22, 2002, in which to satisfy the requirements of Environmental Condition 8(A) for the Loomis St. grade crossing so that a decision may be reached by NYDOT and the Town of Ripley in the interim and NS may seek a negotiated agreement with NYDOT and the Town of Ripley with respect to the Loomis St. grade crossing.

Similarly, in Decision No. 157, served May 24, 2000, the Board extended the deadline for compliance with the Condition 8(A) requirement for the York Road/SR 74, Mechanicsburg, Pennsylvania at-grade crossing (592290T) to August 22, 2001. As NS informed the STB in its May 15, 2000 letter request for the August 22, 2001 extension for the York Road grade crossing, the Pennsylvania Department of Transportation (PennDOT) determined that neither 4-quadrant gates nor median barriers, the crossing upgrades specified in Environmental Condition 8(A), are appropriate for the York Road grade crossing due to the road configuration. Instead, PennDOT informed NS that the Pennsylvania Public Utilities Commission ("PPUC") would need to undertake a formal review of the crossing improvement issues for the York Road grade crossing and then issue findings and an order.

A field conference was recently convened by the Commonwealth to assess the York Road grade crossing. As a result, NS understands that the Commonwealth has recommended that certain alternative measures be implemented in lieu of the installation of either 4-quadrant gates or median barriers. The alternative measures would include extending the crossing gate arms, relocating the signal in the southeast quadrant of the crossing, installing an additional signal in the southwest quadrant of the crossing and installing 12-inch light units on all signals. In addition, PennDOT would install pavement markings at the crossing and active advance warning signals in the existing roadway approach that is not currently so equipped. NS requests a period of an additional year, or until August 22, 2002, in which to satisfy the requirements of Environmental Condition 8(A) for the York Road grade crossing so that the Commonwealth may formalize the preferred upgrades for York Road and NS may seek a negotiated agreement with the Commonwealth reflecting the alternate improvements.

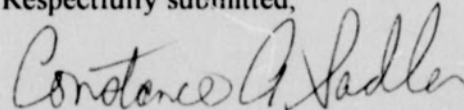
Norfolk Southern hereby requests a one-year extension of the current August 22, 2001 deadline for completion of implementation of Environmental Condition 8(A) as it applies

The Honorable Vernon A. Williams  
August 17, 2001  
Page 3

to the NS at-grade highway/rail grade crossings at Loomis St. in Ripley, New York and at York Road in Mechanicsburg, Pennsylvania. Norfolk Southern believes that the periods requested for the extensions are reasonable and that such extensions would serve the public interest by providing additional time for the relevant state and local authorities to evaluate those two at-grade crossings.

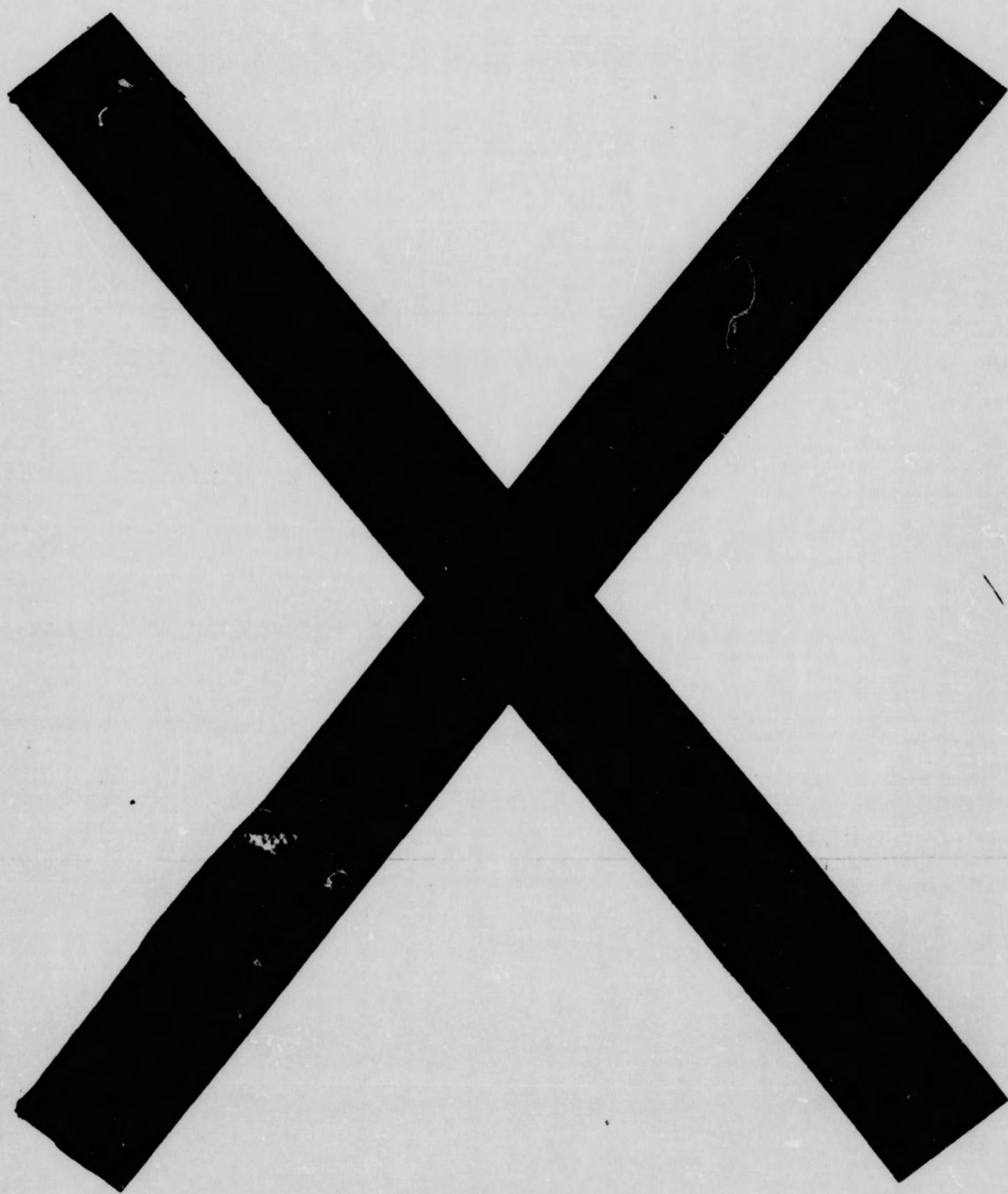
For these reasons, we respectfully request that the time for completion of compliance with Environmental Condition 8(A) be extended until August 22, 2002 with respect to the NS Loomis St. at-grade crossing in Ripley, New York and the York Road at-grade crossing in Mechanicsburg, Pennsylvania.

Respectfully submitted,

A handwritten signature in cursive script, reading "Constance A. Sadler".

Constance A. Sadler  
Counsel for Norfolk Southern Corporation  
and Norfolk Southern Railway Company

cc: Victoria J. Rutson  
Elaine K. Kaiser



STB

FD-33388

8-16-01

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203145



SURFACE TRANSPORTATION BOARD


# Memorandum



203145

DATE: August 16, 2001

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

FROM :  Mel Clemens, Director  
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

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

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Office of the Secretary

AUG 16 2001

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

**T. J. Stephenson**  
Assistant Vice President -  
Service Measurements

August 15, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, August 10th. Cars on-line and terminal dwell showed modest improvement, while velocity remained essentially flat. Cars on-line decreased from 240,558 to 239,146 cars, and terminal dwell decreased from 24.9 to 24.6 hours. Train velocity decreased slightly from 21.4 to 21.3 miles-per-hour.

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

#### **Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved unfavorably three percentage points to 78%. The percent of trains in the more-than-six-hours-late category was unchanged at 5%.

#### **Yards and Terminals**

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

#### **Corridor Performance**

Two of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Baltimore corridor with 92%. Overall, the on-time-to-two-hours-late category was 72%, down two percentage points from last week. The greater-than-six-hours-late category was 11%, down one percentage point from last week.

### **Shared Areas**

Daily average on hand cars decreased at Oak Island, and increased at North Yard and Pavonia. All volumes still remain within expected or observed norms for comparable periods. Overall terminal dwell time was 28.4 hours, up from 27.7 hours the prior week.

### **Additional Measurements**

Train Delay Metric: For 769 train starts, weekly train delay totaled 24 hours for Power and 100 hours for Crew. Power delay decreased and crew delay increased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 21.8% for the week, up from 20.5% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 76%, down from 78% reported last week. This is normal for the high-vacation summer period.

Daily Number of Recrews Required: Of 1950 crew starts, 40 (2%) were recrews, the same percentage reported last week.

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

Locomotives: Gross Locomotives = 3745, Average Available = 3434, and Out-of-Service Ratio = 5.8%, up from 5.5% the previous week.

Cars Offered in Interchange: averaged 133 cars daily, 21 of which were for the Norfolk Southern. The NS-offered and the total-offered both increased from the prior week.

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

Buffalo Customer Service (Hot-Line): the customer service center received no calls this week. This line has not been used by customers for the past 16 weeks.

Last week CSXT met the goal for 13 of the 18 key third quarter service measurements. Goals were met for personal injuries, train derailments, cars on-line, overall train velocity, merchandise train velocity, slow order miles, relief crews, crew delay hours, car dwell, on-time train origination, 30-hour cars, hours of locomotive delay, and leased locomotive out of service ratio.

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

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements



# **Surface Transportation Board** **Performance Measures**

**For the week ending: 08/10/01**

## **Yard Performance**

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	260	308	470	344	410
	Cars On Hand - Empty	321	288	452	341	360
	Cars On Hand - Total	581	596	922	685	770
	Cars Handled	366	399	658	499	633
	Dwell Hours	32.9	28.2	25.0	31.0	25.0
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	282	229	327	326	300
	Cars On Hand - Empty	259	276	322	409	388
	Cars On Hand - Total	541	505	649	735	688
	Cars Handled	384	316	437	416	433
	Dwell Hours	49.8	24.7	26.2	24.0	29.1
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	98	226	195	158	170
	Cars On Hand - Empty	71	128	124	107	101
	Cars On Hand - Total	169	354	319	265	271
	Cars Handled	176	249	209	277	225
	Dwell Hours	36.3	24.0	23.4	26.4	20.3

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

Overall terminal dwell time was 28.4 hours, up from 27.7 hours last week.

## Surface Transportation Board Performance Measures

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01
North Jersey SAA	Number of Originations	6	6	9	9	9
	% Ontime	50%	50%	33%	22%	22%
	% Late 0-2 Hours	33%	0%	33%	44%	56%
	% Late 2-4 Hours	17%	17%	22%	11%	11%
	% Late 4-6 Hours	0%	33%	11%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	22%	11%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	100%	100%	100%	67%
	% Late 0-2 Hours	100%	0%	0%	0%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	7	8	8	8
	% Ontime	83%	71%	50%	50%	50%
	% Late 0-2 Hours	17%	14%	25%	38%	38%
	% Late 2-4 Hours	0%	14%	13%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	13%	13%	13%

**CSX Comments:** Total road train delays were 33 trains. Crew delays were 9 trains for 32 hours; 3 trains were delayed 5 hours for power; originating trains 21 for 117 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

#### CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01	Average
Cars Offered	NS	9	37	6	27	25	21
	All Other	24	86	100	277	73	112
	Total	33	123	106	304	98	133

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

#### CSXT On Time Passenger Train Performance

##### "Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	50%	90%
MARC	Trains	18	18	18	18	18	90
	% On Time	94%	100%	83%	78%	94%	90%

AMTK measured according to contract with CSXT.

**Surface Transportation Board**  
**Performance Measures**  
**CSXT Train Crew Delay**

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	08/04/01	08/05/01	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01	Total
Baltimore	Train Crew Starts	16	14	11	13	13	19	13	99
	Crews Delayed +2 Hours	11	9	7	6	7	13	7	60
	% Delayed +2 Hours	69%	64%	64%	46%	54%	68%	54%	61%
Buffalo	Train Crew Starts	50	48	44	46	59	50	61	358
	Crews Delayed +2 Hours	10	4	4	5	6	9	8	46
	% Delayed +2 Hours	20%	8%	9%	11%	10%	18%	13%	13%
Chicago	Train Crew Starts	23	21	30	26	23	22	23	168
	Crews Delayed +2 Hours	5	4	9	8	5	7	7	45
	% Delayed +2 Hours	22%	19%	30%	31%	22%	32%	30%	27%
Cincinnati	Train Crew Starts	42	42	39	43	33	38	40	277
	Crews Delayed +2 Hours	1	2	4	0	3	9	9	28
	% Delayed +2 Hours	2%	5%	10%	0%	9%	24%	23%	10%
Cleveland	Train Crew Starts	24	24	18	19	26	25	24	160
	Crews Delayed +2 Hours	10	9	3	4	7	7	10	50
	% Delayed +2 Hours	42%	38%	17%	21%	27%	28%	42%	31%
Cumberland	Train Crew Starts	34	30	21	24	29	29	25	192
	Crews Delayed +2 Hours	2	1	5	4	0	3	6	21
	% Delayed +2 Hours	6%	3%	24%	17%	0%	10%	24%	11%
Detroit	Train Crew Starts	5	4	3	4	4	5	4	29
	Crews Delayed +2 Hours	2	0	2	2	2	1	2	11
	% Delayed +2 Hours	40%	0%	67%	50%	50%	20%	50%	38%
Philadelphia	Train Crew Starts	8	11	11	9	11	11	13	74
	Crews Delayed +2 Hours	1	0	4	2	2	3	3	15
	% Delayed +2 Hours	13%	0%	36%	22%	18%	27%	23%	20%
Selkirk	Train Crew Starts	50	42	36	48	48	50	50	324
	Crews Delayed +2 Hours	12	10	4	11	15	10	9	71
	% Delayed +2 Hours	24%	24%	11%	23%	31%	20%	18%	22%
Toledo	Train Crew Starts	36	32	24	25	21	26	35	199
	Crews Delayed +2 Hours	10	11	7	4	3	5	8	48
	% Delayed +2 Hours	28%	34%	29%	16%	14%	19%	23%	24%
Willard	Train Crew Starts	43	41	36	38	40	35	44	277
	Crews Delayed +2 Hours	11	6	8	4	6	12	15	62
	% Delayed +2 Hours	26%	15%	22%	11%	15%	34%	34%	22%

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



## Surface Transportation Board Performance Measures

### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	08/04/01	08/05/01	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01	Total
Train Delay	Originating Train Starts	119	107	96	104	117	113	113	769
	Delayed Hours - Power	2	1	0	8	4	9	0	24
	Delayed Hours - Crews	6	29	17	2	1	2	43	100

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	08/04/01	08/05/01	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01	Average
Crew Availability		75%	75%	75%	78%	78%	78%	76%	76%

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	08/04/01	08/05/01	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01	Total
Crews/Recrews	Train Crew Starts	292	256	240	271	301	294	296	1950
	Recrews	8	2	2	6	9	8	5	40
	% Recrewed	3%	1%	1%	2%	3%	3%	2%	2%

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

## Surface Transportation Board Performance Measures

### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	08/04/01	08/05/01	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01	Average
Locomotives	Gross Fleet Size	3747	3762	3742	3742	3738	3738	3748	3745
	Avg. Number Available	3443	3456	3441	3435	3419	3418	3426	3434
	OOS Ratio	5.4	5.9	5.7	5.9	6.0	5.8	5.7	5.8

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

### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	08/04/01	08/05/01	08/06/01	08/07/01	08/08/01	08/09/01	08/10/01	Average
Train Delay	Philadelphia/South Jersey	1	0	1	1	0	1	1	1
	North Jersey	4	7	2	0	2	3	4	3
	Detroit	1	0	1	2	0	0	2	1

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

George A. Aspatore  
General Solicitor

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

August 15, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending August 10, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.  
August 15, 2001  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures



August 15, 2001

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

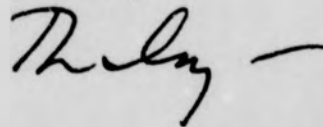
Dear Mr. Clemens:

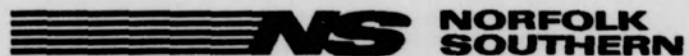
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 46 trains were held for terminal delays, 20 trains were held for crews, and 28 trains were held for power.

The format of the Chicago Gateway Interchange Operations table and Chicago Gateway Train Delays table have been further updated to reflect service design changes made in Chicago. A "CPRS" row has been returned to each table to reflect the addition of train 17V beginning this week.

In the Shared Assets Areas, daily average on-hand car volume increased at North Yard and Pavonia and decreased at Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power decreased from last week. Nine trains were delayed 32 hours for lack of crews and 3 trains were delayed 5 hours awaiting power. Twenty-one originating trains were delayed a total of 117 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 52% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 8/10/01

Shared Asset Area - Yard Performance

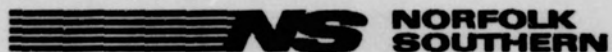
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	8/6/2001	850	71	98	169	176	36.3
	8/7/2001	850	128	226	354	249	24.0
	8/8/2001	850	124	195	319	209	23.4
	8/9/2001	850	107	158	265	277	26.4
	#####	850	101	170	271	225	20.3
North Yard MI Average		850	106	169	276	227	25.6
Oak Island NJ	8/6/2001	1200	321	260	581	366	32.9
	8/7/2001	1200	288	308	596	399	28.2
	8/8/2001	1200	452	470	922	658	25.0
	8/9/2001	1200	341	344	685	499	31.0
	#####	1200	360	410	770	633	25.0
Oak Island NJ Average		1200	352	358	711	511	27.8
Pavonia NJ	8/6/2001	900	259	282	541	384	49.8
	8/7/2001	900	276	229	505	316	24.7
	8/8/2001	900	322	327	649	437	26.2
	8/9/2001	900	409	326	735	416	24.0
	#####	900	388	300	688	433	29.1
Pavonia Average		900	331	293	624	397	30.7



For the week ending 8/10/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	6-Aug	6	83%	17%	0%	0%	0%
	7-Aug	7	71%	14%	14%	0%	0%
	8-Aug	8	50%	25%	13%	0%	13%
	9-Aug	8	50%	38%	0%	0%	13%
	10-Aug	8	50%	38%	0%	0%	13%
Detroit Total		37	59%	27%	5%	0%	8%
North Jersey Total	6-Aug	6	50%	33%	17%	0%	0%
	7-Aug	6	50%	0%	17%	33%	0%
	8-Aug	9	33%	33%	22%	11%	0%
	9-Aug	9	22%	44%	11%	0%	22%
	10-Aug	9	22%	56%	11%	0%	11%
North Jersey Total		39	33%	36%	15%	8%	8%
South Jersey Total	6-Aug	1	0%	100%	0%	0%	0%
	7-Aug	3	100%	0%	0%	0%	0%
	8-Aug	3	100%	0%	0%	0%	0%
	9-Aug	3	100%	0%	0%	0%	0%
	10-Aug	3	67%	33%	0%	0%	0%
South Jersey Total		13	85%	15%	0%	0%	0%
Grand Total		89	52%	29%	9%	3%	7%



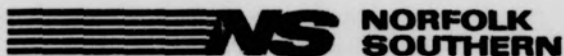
For the week ending 8/10/01

**Shared Asset Area Trains Held**

area	Sat 04-Aug	Sun 05-Aug	Mon 06-Aug	Tue 07-Aug	Wed 08-Aug	Thu 09-Aug	Fri 10-Aug	Grand Total
North Jersey	4	7	2	0	2	3	4	22
South Jersey	1	0	1	1	0	1	1	5
Detroit	1	0	1	2	0	0	2	6

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





### NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	201	0	0	0	0	201
<b>Total</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>201</b>

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

### NS Northern Region Train Starts and Delays

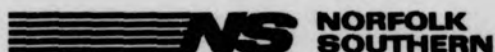
	Saturday 4-Aug	Sunday 5-Aug	Monday 6-Aug	Tuesday 7-Aug	Wednesday 8-Aug	Thursday 9-Aug	Friday 10-Aug	Grand Total
# of Train Starts	184	152	150	162	166	173	163	1150
<b>Delay Cause</b>								
Crew Delays (hrs)	11.2	7.1	10.5	0.2	11.6	5.7	2.4	48.6
Power Delays (hrs)	20.5	21.5	3.0	20.5	36.3	26.0	48.0	175.7

The delay numbers are expressed in hours

### Locomotive Fleet Statistics

	Saturday 4-Aug	Sunday 5-Aug	Monday 6-Aug	Tuesday 7-Aug	Wednesday 8-Aug	Thursday 9-Aug	Friday 10-Aug	average
<b>Fleet Size</b>	3048	3037	3080	3074	3059	3060	3091	3064
available	2861	2873	2907	2910	2880	2886	2915	2890
out of service %	6.1%	5.4%	5.6%	5.3%	5.9%	5.7%	5.7%	5.7%

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



### NS Crew Starts and Delays

		Saturday 4-Aug	Sunday 5-Aug	Monday 6-Aug	Tuesday 7-Aug	Wednesday 8-Aug	Thursday 9-Aug	Friday 10-Aug	total
Allentown	crew starts	12	13	17	12	16	17	17	104
	crews delayed	5	3	4	2	4	2	3	23
Bellevue	crew starts	39	35	27	36	38	35	40	250
	crews delayed	4	3	3	9	5	7	7	38
Buffalo	crew starts	22	18	19	24	21	23	23	150
	crews delayed	3	4	2	2	3	6	1	21
Chicago	crew starts	34	29	33	29	31	38	38	232
	crews delayed	16	8	12	10	11	12	13	82
Cincinnati	crew starts	39	35	31	27	36	34	32	234
	crews delayed	4	9	7	6	9	6	3	44
Cleveland	crew starts	7	7	7	9	8	6	6	50
	crews delayed	5	4	3	3	5	2	2	24
Conway	crew starts	55	46	45	45	49	51	48	339
	crews delayed	17	10	14	8	16	20	12	97
Detroit	crew starts	18	13	14	20	18	17	20	120
	crews delayed	4	5	5	7	2	5	5	33
Elkhart	crew starts	37	39	40	33	35	36	40	260
	crews delayed	9	15	12	13	11	14	18	92
Harrisburg	crew starts	51	53	36	58	49	46	58	351
	crews delayed	15	16	9	21	16	16	20	113
Toledo	crew starts	59	59	46	51	60	50	63	388
	crews delayed	7	16	11	17	23	13	12	99

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

### NS Northern Region Daily Crew Availability Percentage

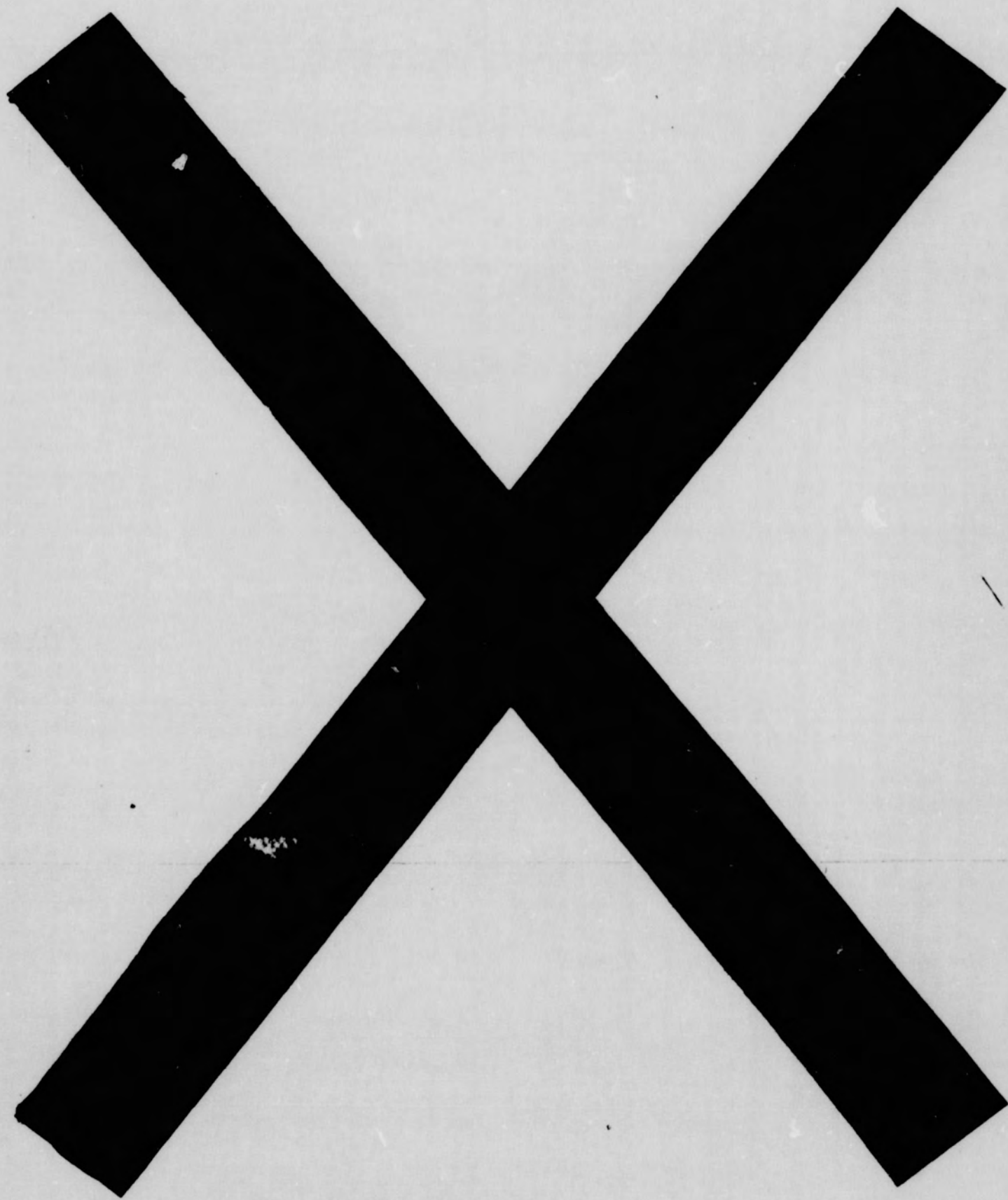
	Saturday 4-Aug	Sunday 5-Aug	Monday 6-Aug	Tuesday 7-Aug	Wednesday 8-Aug	Thursday 9-Aug	Friday 10-Aug	average
availability%	73%	73%	74%	78%	78%	77%	74%	75%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 4-Aug	Sunday 5-Aug	Monday 6-Aug	Tuesday 7-Aug	Wednesday 8-Aug	Thursday 9-Aug	Friday 10-Aug	total
crew starts	323	289	253	286	298	306	314	2069
recrews	14	4	7	19	13	13	11	81

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



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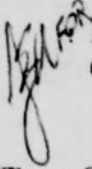
SURFACE TRANSPORTATION BOARD

# Memorandum



DATE: August 15, 2001

TO : Ellen E. Eys, Assistant Secretary  
Section of Publications/Records  
Office of the Secretary

FROM :  Mel Clemens, Director  
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest monthly reports provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

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

ENTERED  
Office of the Secretary

AUG 15 2001

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Public Record

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

Paul R. Hitchcock  
Assistant General Counsel

July 31, 2001

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

Dear Mr. Clemens:

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

The reports are presented in the following order:

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

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

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

Very truly yours,

Paul R. Hitchcock

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

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

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The reports are presented in the following order:

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Training.....	Page 13

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

# **STB OPERATIONAL MONITORING REPORT**

**As of July 31, 2001**

## **LABOR**

### Labor Implementing Agreements

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

### Labor Management Task Force

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



# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## Infrastructure Maintenance and Expansion Report

Despite some severe weather over the system, CSXT has continued construction of several key capacity improvement projects over the winter months. Track & Signal work has progressed at Dearborn, Michigan to complete a connection track between the Shared Assets line and CSX to improve the flow of CP Trains at Rougemere Yard & Delray Interlocking at Detroit. This project is scheduled for completion in April.

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

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

On the S&NA north Sub Division, work has continued throughout the winter to complete an 8 mile stretch of second main at "Sand Mountain" between Lacon & Holmes Gap, AL. Upon completion later this year, enhanced train operations will be realized.

Additionally, CSX has been working steadily on the preparation of supporting documentation to develop investment justification on several new capacity projects for 2001. This year's program consists of several new sidings and stretches of second main track construction throughout the system. Funding is now in place to begin construction of two new passing sidings on the W&A Subdivision in NW Georgia - Tunnel Hill - construct extension of existing siding & Halls - Construct new 2mile long siding.

On the Fitzgerald Sub between Rupert & Mauk, GA, CSXT has begun work for the construction of 8 miles of a second new main track. This work began in May and will be completed by year's end.

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

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

In Evansville, IN, **work has begun** to install universal cross-overs at Mill St. along with new signaling system.

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

# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

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



# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

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

# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

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

# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## INFORMATION TECHNOLOGY

### *Information Technology*

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

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

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

# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## INFORMATION TECHNOLOGY

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



# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## INFORMATION TECHNOLOGY

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

# STB OPERATIONAL MONITORING REPORT

As of July 31, 2001

## INFORMATION TECHNOLOGY

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

# **STB OPERATIONAL MONITORING REPORT**

**As of July 31, 2001**

## **Customer Service Progress Report**

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

### **Personnel**

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

### **Customer Familiarization**

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

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

## **STB OPERATIONAL MONITORING REPORT**

**As of July 31, 2001**

### **STB Status Submission Report on Training**

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

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

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

The last cutover completed the training initiatives for this project.



**George A. Aspatore**  
General Solicitor

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August 6, 2001

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

Dear Mr. Clemens,

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

Please let me know if you need any further information.

Sincerely,

George A. Aspatore

Enclosure

# Norfolk Southern Corporation

## STB Operational Monitoring Report

*As of July 31, 2001*

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**Note:** Bold print indicates changes from previous report.

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

# **Surface Transportation Board Operational Monitoring Report**

*As of July 31, 2001*

## **LABOR**

### ***Labor Implementing Agreements***

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

### ***Labor-Management Task Forces***

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

**Note:** Bold print indicates changes from previous report.

**Surface Transportation Board Operational Monitoring Report**  
*As of July 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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



**Surface Transportation Board Operational Monitoring Report**  
*As of July 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

**Surface Transportation Board Operational Monitoring Report**  
*As of July 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	Design	
				Const	
Hadley Jct (Ft Wayne)	IN	Double tracking Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	Design	
				Const	
Hagerstown Sec (Greencastle)	PA	Construct siding Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Hagerstown Sec	PA	Traffic Control Estimated Completion Date: Complete	Signal	Design	Complete
				Const	Complete
Harrisburg	PA	Construct double track Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Harrisburg (Rutherford)	PA	Construct intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Harrisburg - Reading	PA	Traffic Control System and remove pole line	Signal	Design	Complete
	PA	Estimated Completion Date: 3Q01		Const	In progress
KD Tower - Cumberland Falls	KY	Extending double track 40,120 feet	Track	Design	Complete
	KY	Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Knoxville - Chattanooga	TN	Double Stack Clearances	Track	Design	Complete
	TN	Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Oak Harbor	OH	Construct track connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

**Surface Transportation Board Operational Monitoring Report**  
*As of July 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

**Surface Transportation Board Operational Monitoring Report**  
*As of July 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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



**Surface Transportation Board Operational Monitoring Report**  
*As of July 31, 2001*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

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

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



**Surface Transportation Board Operational Monitoring Report**  
*As of July 31, 2001*

**CUSTOMER SERVICE**

***Systems and Personnel Training***

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

# Surface Transportation Board Operational Monitoring Report

As of July 31, 2001

## CUSTOMER SERVICE

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

**Note:** Bold print indicates changes from previous report.

# **Surface Transportation Board Operational Monitoring Report**

*As of July 31, 2001*

## **CUSTOMER SERVICE**

### ***Transition Process***

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

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

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

### ***Personnel***

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

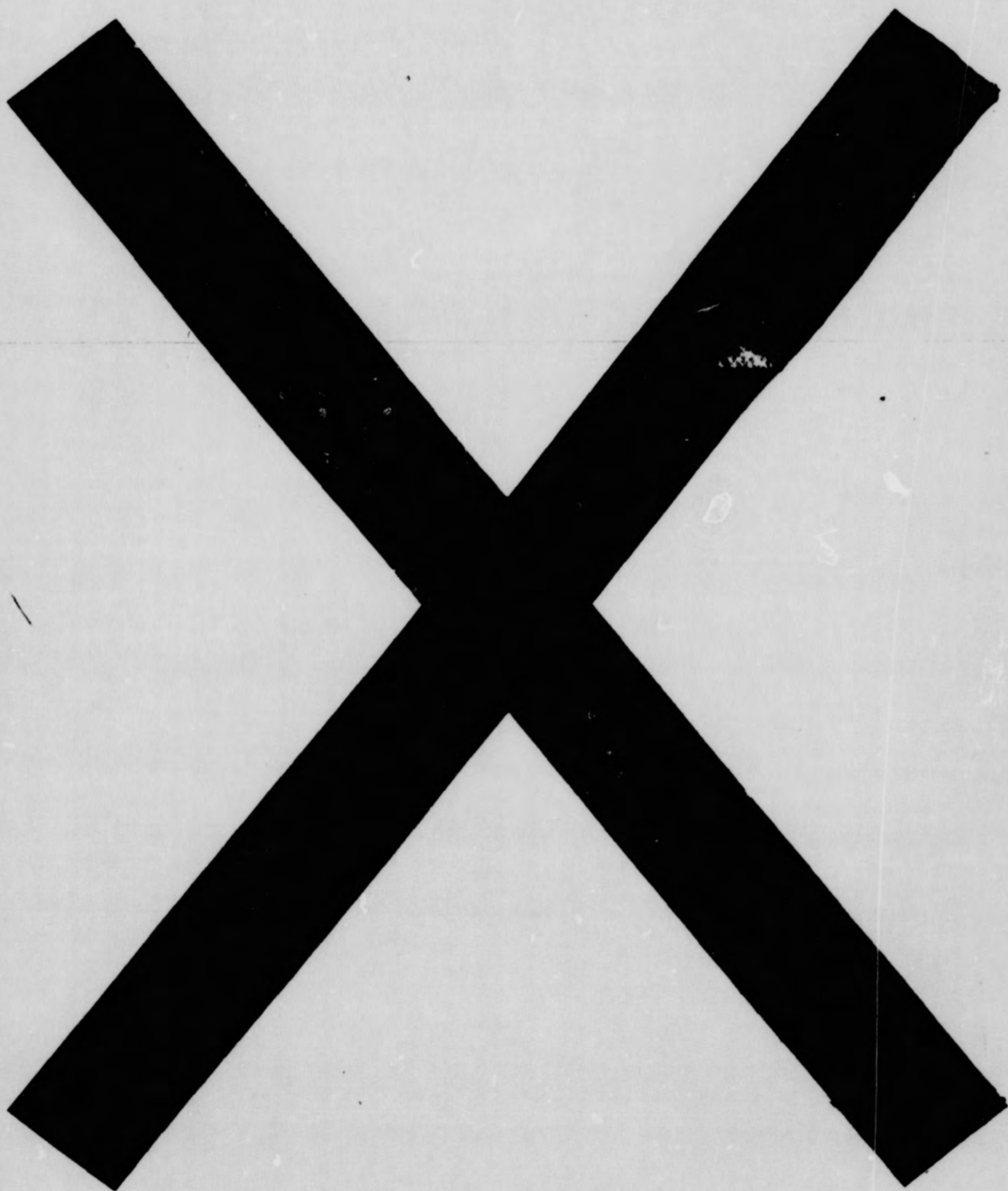
### ***Customer Awareness***

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

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

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

**Note:** Bold print indicates changes from previous reports.



STB

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## SURFACE TRANSPORTATION BOARD

*Memorandum*

DATE: August 9, 2001

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

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

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

## Attachments

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



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Office of the Secretary

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

**T. J. Stephenson**  
**Assistant Vice President -**  
**Service Measurements**

August 8, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, August 3rd. The three key service measurements moved very little, and continue to reflect a healthy level of performance. Cars on-line decreased slightly from 240,752 to 240,558. Train velocity remained flat at 21.4 miles-per-hour. Terminal dwell increased slightly from 24.7 to 24.9 hours.

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

### **Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved favorably two percentage points to 81%. The percent of trains in the more-than-six-hours-late category moved unfavorably one percentage point to 4%.

### **Yards and Terminals**

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

### **Corridor Performance**

Three of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category occurred on the I-95 corridor with 92%. Overall, the on-time-to-two-hours-late category was 74%, up four percentage points from last week. The greater-than-six-hours-late category was 12%, down two percentage points from last week.

## **Shared Areas**

Daily average on hand cars decreased at North Yard, and increased at Oak Island and Pavonia. All volumes still remain within expected or observed norms for comparable periods. Overall terminal dwell time was 27.7 hours, increased from 27.2 hours the prior week.

## **Additional Measurements**

Train Delay Metric: For 789 train starts, weekly train delay totaled 43 hours for Power and 76 hours for Crew. Crew delay decreased and power delay increased from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 20.5% for the week, up slightly from 20.4% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 78% for a fourth consecutive week. This is normal for the high-vacation summer period.

Daily Number of Recrews Required: Of 1948 crew starts, 32 (2%) were recrews, down one percentage point from last week.

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

Locomotives: Gross Locomotives = 3747, Average Available = 3410, and Out-of-Service Ratio = 5.5%, up from 5.1% the previous week.

Cars Offered in Interchange: averaged 130 cars daily, none of which were for the Norfolk Southern. The NS-offered decreased and the total-offered increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 98% for 88 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot-Line): the customer service center received no calls this week. This line has not been used by customers for the past 15 weeks.

Last week CSXT met the goal for 11 of the 18 key third quarter service measurements. Goals were met for personal injuries, overall train velocity, merchandise train velocity, slow order miles, crew delay hours, car dwell, on-time train origination, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out of service ratio.

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

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 08/03/01

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	397	273	585	339	432
	Cars On Hand - Empty	378	245	468	392	351
	Cars On Hand - Total	775	518	1053	731	783
	Cars Handled	398	245	768	655	631
	Dwell Hours	31.0	29.8	28.0	29.5	25.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	283	313	290	258	373
	Cars On Hand - Empty	204	255	364	432	309
	Cars On Hand - Total	487	568	654	690	682
	Cars Handled	223	288	409	417	432
	Dwell Hours	41.5	34.6	26.4	24.2	29.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	63	155	164	125	142
	Cars On Hand - Empty	60	71	136	128	125
	Cars On Hand - Total	123	226	300	253	267
	Cars Handled	90	207	270	208	161
	Dwell Hours	19.2	22.2	18.4	21.4	27.6

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

Overall terminal dwell time was 27.7 hours, up from 27.2 hours last week.



## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01
North Jersey SAA	Number of Originations	6	6	10	9	9
	% Ontime	33%	17%	30%	44%	33%
	% Late 0-2 Hours	50%	83%	60%	33%	44%
	% Late 2-4 Hours	17%	0%	0%	11%	11%
	% Late 4-6 Hours	0%	0%	0%	11%	11%
	% Late GT 6 Hours	0%	0%	10%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	67%	67%	100%	67%
	% Late 0-2 Hours	100%	0%	0%	0%	33%
	% Late 2-4 Hours	0%	33%	33%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	7	8	8	8
	% Ontime	100%	86%	63%	75%	88%
	% Late 0-2 Hours	0%	14%	38%	25%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

**CSX Comments:** Total road train delays were 35 trains. Crew delays were 13 trains for 68 hours, 2 trains were delayed 20 hours for power; originating trains 20 for 109 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

#### CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01	Average
Cars Offered	NS	0	0	0	0	0	0
	All Other	69	92	237	111	142	130
	Total	69	92	237	111	142	130

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	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	0%	100%	100%	70%
MARC	Trains	18	18	18	18	18	90
	% On Time	94%	100%	100%	94%	100%	98%

AMTK measured according to contract with CSXT.

**Surface Transportation Board**  
**Performance Measures**  
**CSXT Train Crew Delay**

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	07/28/01	07/29/01	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01	Total
Baltimore	Train Crew Starts	16	10	14	14	16	13	14	97
	Crews Delayed +2 Hours	11	6	5	9	8	7	7	53
	% Delayed +2 Hours	69%	60%	36%	64%	50%	54%	50%	55%
Buffalo	Train Crew Starts	52	54	42	55	50	56	55	364
	Crews Delayed +2 Hours	8	9	3	10	5	6	11	52
	% Delayed +2 Hours	15%	17%	7%	18%	10%	11%	20%	14%
Chicago	Train Crew Starts	24	27	26	23	25	24	29	178
	Crews Delayed +2 Hours	3	6	6	1	3	7	5	31
	% Delayed +2 Hours	13%	22%	23%	4%	12%	29%	17%	17%
Cincinnati	Train Crew Starts	40	42	37	35	38	35	39	266
	Crews Delayed +2 Hours	7	2	2	2	4	1	2	20
	% Delayed +2 Hours	18%	5%	5%	6%	11%	3%	5%	8%
Cleveland	Train Crew Starts	24	21	21	22	20	24	22	154
	Crews Delayed +2 Hours	6	8	3	5	6	6	10	44
	% Delayed +2 Hours	25%	38%	14%	23%	30%	25%	45%	29%
Cumberland	Train Crew Starts	26	31	25	24	31	27	28	192
	Crews Delayed +2 Hours	3	2	2	2	2	4	0	15
	% Delayed +2 Hours	12%	6%	8%	8%	6%	15%	0%	8%
Detroit	Train Crew Starts	2	4	2	2	3	3	2	18
	Crews Delayed +2 Hours	0	0	1	1	0	1	1	4
	% Delayed +2 Hours	0%	0%	50%	50%	0%	33%	50%	22%
Philadelphia	Train Crew Starts	7	11	8	11	10	12	13	72
	Crews Delayed +2 Hours	0	1	1	1	3	1	2	9
	% Delayed +2 Hours	0%	9%	13%	9%	30%	8%	15%	13%
Selkirk	Train Crew Starts	50	47	38	46	50	55	54	341
	Crews Delayed +2 Hours	20	10	13	8	15	12	13	91
	% Delayed +2 Hours	40%	21%	34%	17%	30%	21%	24%	27%
Toledo	Train Crew Starts	37	30	24	19	27	29	32	198
	Crews Delayed +2 Hours	5	3	4	1	6	6	3	28
	% Delayed +2 Hours	14%	10%	17%	5%	22%	21%	9%	14%
Willard	Train Crew Starts	44	42	37	40	38	40	39	280
	Crews Delayed +2 Hours	14	12	6	17	9	8	6	72
	% Delayed +2 Hours	32%	29%	16%	43%	24%	20%	15%	26%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	07/28/01	07/29/01	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01	Total
Train Delay	Originating Train Starts	117	111	107	105	108	117	124	789
	Delayed Hours - Power	3	2	2	0	2	19	15	43
	Delayed Hours - Crews	28	22	12	0	0	1	13	76

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	07/28/01	07/29/01	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01	Average
Crew Availability		75%	74%	77%	79%	81%	81%	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	07/28/01	07/29/01	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01	Total
Crews/Recrews	Train Crew Starts	292	259	246	278	272	296	305	1948
	Recrews	10	2	4	3	3	4	6	32
	% Recrewed	3%	1%	2%	1%	1%	1%	2%	2%

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



## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	07/28/01	07/29/01	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01	Average
Locomotives	Gross Fleet Size	3749	3778	3752	3762	3740	3718	3730	3747
	Avg. Number Available	3347	3405	3393	3414	3440	3422	3449	3410
	OOS Ratio	5.3	5.8	5.7	5.4	5.3	5.3	5.5	5.5

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	07/28/01	07/29/01	07/30/01	07/31/01	08/01/01	08/02/01	08/03/01	Average
Train Delay	Philadelphia/South Jersey	1	3	1	0	1	1	0	1
	North Jersey	4	7	5	2	2	3	3	4
	Detroit	0	1	0	0	0	0	1	0

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



**George A. Aspatore**  
**General Solicitor**

(757) 629-2657  
(757) 533-4872  
E-mail [gaaspato@nscorp.com](mailto:gaaspato@nscorp.com)

August 9, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending August 3, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.  
August 9, 2001  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

August 9, 2001

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

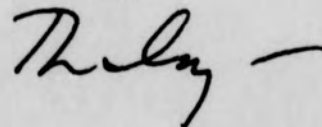
Dear Mr. Clemens:

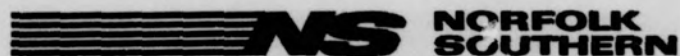
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 37 trains were held for terminal delays, 22 trains were held for crews, and 21 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia and Oak Island and decreased at North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power increased from the prior week. Thirteen trains were delayed 68 hours for lack of crews and 2 trains were delayed 20 hours for power. Twenty originating trains were delayed a total of 109 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 55% of the delay hours reported in the SAAs.

Sincerely,

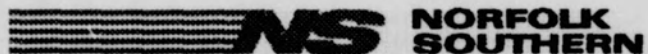




For the week ending 8/3/01

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	60	63	123	90	19.2
	#####	850	71	155	226	207	22.2
	8/1/2001	850	136	164	300	270	18.4
	8/2/2001	850	128	125	253	208	21.4
	8/3/2001	850	125	142	267	161	27.6
North Yard MI Average		850	104	130	234	187	21.6
Oak Island NJ	#####	1200	378	397	775	398	31.0
	#####	1200	245	273	518	245	29.8
	8/1/2001	1200	468	585	1053	768	28.0
	8/2/2001	1200	392	339	731	655	29.5
	8/3/2001	1200	351	432	783	631	25.9
Oak Island NJ Average		1200	367	405	772	539	28.5
Pavonia NJ	#####	900	204	283	487	223	41.5
	#####	900	255	313	568	288	34.6
	8/1/2001	900	364	290	654	409	26.4
	8/2/2001	900	432	258	690	417	24.2
	8/3/2001	900	309	373	682	432	29.2
Pavonia Average		900	313	303	616	354	28.8

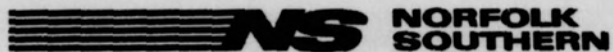


For the week ending 8/3/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	30-Jul	6	100%	0%	0%	0%	0%
	31-Jul	7	86%	14%	0%	0%	0%
	1-Aug	8	63%	38%	0%	0%	0%
	2-Aug	8	75%	25%	0%	0%	0%
	3-Aug	8	88%	13%	0%	0%	0%
Detroit Total		37	81%	19%	0%	0%	0%
North Jersey Total	30-Jul	6	33%	50%	17%	0%	0%
	31-Jul	6	17%	83%	0%	0%	0%
	1-Aug	10	30%	60%	0%	0%	10%
	2-Aug	9	44%	33%	11%	11%	0%
	3-Aug	9	33%	44%	11%	11%	0%
North Jersey Total		40	33%	53%	8%	5%	3%
South Jersey Total	30-Jul	1	0%	100%	0%	0%	0%
	31-Jul	3	67%	0%	33%	0%	0%
	1-Aug	3	67%	0%	33%	0%	0%
	2-Aug	3	100%	0%	0%	0%	0%
	3-Aug	3	67%	33%	0%	0%	0%
South Jersey Total		13	69%	15%	15%	0%	0%
Grand Total		90	58%	33%	6%	2%	1%



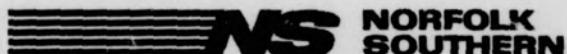


For the week ending 8/3/01

**Shared Asset Area Trains Held**

area	Sat 28-Jul	Sun 29-Jul	Mon 30-Jul	Tue 31-Jul	Wed 01-Aug	Thu 02-Aug	Fri 03-Aug	Grand Total
North Jersey	4	7	5	2	2	3	3	26
South Jersey	1	3	1	0	1	1	0	7
Detroit	0	1	0	0	0	0	1	2

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



### NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	41	0	0	0	0	41
other	157	110	8	0	41	316
<b>Total</b>	<b>198</b>	<b>110</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>357</b>

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

### NS Northern Region Train Starts and Delays

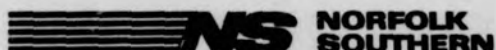
	Saturday 28-Jul	Sunday 29-Jul	Monday 30-Jul	Tuesday 31-Jul	Wednesday 1-Aug	Thursday 2-Aug	Friday 3-Aug	Grand Total
# of Train Starts	191	181	172	165	194	184	170	1257
<b>Delay Cause</b>								
Crew Delays (hrs)	2.0	5.7	1.1	0.0	7.9	0.7	0.6	17.9
Power Delays (hrs)	11.1	15.0	11.1	3.0	6.0	32.8	14.8	93.7

The delay numbers are expressed in hours

### Locomotive Fleet Statistics

	Saturday 28-Jul	Sunday 29-Jul	Monday 30-Jul	Tuesday 31-Jul	Wednesday 1-Aug	Thursday 2-Aug	Friday 3-Aug	average
<b>Fleet Size</b>	3076	3080	3109	3040	3106	3094	3068	3082
available	2900	2882	2917	2872	2936	2925	2889	2903
out of service %	5.7%	6.4%	6.2%	5.5%	5.5%	5.5%	5.8%	5.8%

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



### NS Crew Starts and Delays

		Saturday 28-Jul	Sunday 29-Jul	Monday 30-Jul	Tuesday 31-Jul	Wednesday 1-Aug	Thursday 2-Aug	Friday 3-Aug	total
Allentown	crew starts	11	11	16	16	15	17	19	105
	crews delayed	4	3	2	2	6	7	6	30
Bellevue	crew starts	36	33	32	35	38	36	37	247
	crews delayed	5	3	4	4	2	2	7	27
Buffalo	crew starts	20	22	18	22	20	23	23	148
	crews delayed	1	5	0	3	1	3	5	18
Chicago	crew starts	34	28	29	32	36	27	35	221
	crews delayed	10	14	10	12	11	8	15	80
Cincinnati	crew starts	32	39	28	33	29	38	36	235
	crews delayed	5	8	5	10	6	7	7	48
Cleveland	crew starts	9	7	4	8	8	7	9	52
	crews delayed	4	2	2	3	3	2	3	19
Conway	crew starts	53	49	42	42	51	47	61	345
	crews delayed	18	9	13	11	14	14	16	95
Detroit	crew starts	13	17	20	19	15	20	18	122
	crews delayed	3	5	7	6	2	7	7	37
Elkhart	crew starts	41	37	35	35	41	33	42	264
	crews delayed	21	15	12	14	12	11	10	95
Harrisburg	crew starts	48	45	36	49	55	56	51	340
	crews delayed	16	14	11	13	13	21	13	101
Toledo	crew starts	61	52	42	50	58	53	57	373
	crews delayed	14	9	9	10	15	11	15	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 28-Jul	Sunday 29-Jul	Monday 30-Jul	Tuesday 31-Jul	Wednesday 1-Aug	Thursday 2-Aug	Friday 3-Aug	average
availability%	72%	72%	75%	79%	79%	78%	75%	76%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 28-Jul	Sunday 29-Jul	Monday 30-Jul	Tuesday 31-Jul	Wednesday 1-Aug	Thursday 2-Aug	Friday 3-Aug	total
crew starts	304	292	260	283	305	298	319	2061
recrews	8	9	4	11	10	20	8	70

**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

