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SURFACE TRANSPORTATION BOARD

Memorandum

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Office of the Secretary

JUL 09 2001

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DATE: July 9, 2001

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

FROM *[Signature]* Mel Clemens, Director
Office of Compliance and Enforcement

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



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

Attachments

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

ENTERED
Office of the Secretary

JUL 09 2001

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Public Record

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Paul R. Hitchcock
Assistant General Counsel

June 30, 2001

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

Dear Mr. Clemens:

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

The reports are presented in the following order:

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Labor Task Force	Page 1
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Infrastructure Maintenance and Expansion	Page 4
Additional Noteworthy Engineering Projects Table	Pages 5-7
Information Technology	Pages 8-11
Customer Service	Page 12
Training	Page 13

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

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

Very truly yours,

Paul R. Hitchcock

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

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

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

STB OPERATIONAL MONITORING REPORT
As of June 30, 2001

LABOR

Labor Implementing Agreements

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

Labor Management Task Force

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

STB OPERATIONAL MONITORING REPORT

As of June 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

STB OPERATIONAL MONITORING REPORT

As of June 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

STB OPERATIONAL MONITORING REPORT

As of June 30, 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, funding is approved 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, funding has been approved 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 June 30, 2001

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

Location		Project	Under Construction	Estimated Completion
1)	Alexandria, VA	AF Interlocking reconstruction (VRE project)	Y	08/01/01
2)	Aliquippa, PA	Construct 2 industry support tracks	Completed	06/30/00
3)	Baltimore, MD (Bay View YD)	Add crossover BA Tower	N	06/01/01
4)	Chicago, IL	Barr SD - TCS - Phase II	Y	12/31/00
5)	Chicago, IL	Construct 59 th Street North Lead	Completed	06/30/00
6)	Chicago, IL	Construct storage tracks & 3 rd Main at Barr Yard	Y	12/31/00
7)	Chicago, IL	TCS Blue Island SD to 75 th 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 June 30, 2001

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

Location	Project	Under Construction	Estimated Completion
16) Feltonville, PA	Extend siding to 20,200'	Y	06/01/01
17) Franklin, AL	Construct new 11,200' passing siding	Completed	09/15/00
18) Frederick, MD	MARC project	Y	08/01/01
19) Ft. Lauderdale, FL	Construct 45 miles of 2 nd main for TriRail	N	Pending
20) Gallaway, TN	Build siding with 10,000' in clear	Completed	10/1/00
21) Garrett, IN	Construct Randolph St. underpass	Completed	08/30/00
22) Gibraltar, MI	Construct crossover between CSXT and CN	Completed	09/30/00
23) Greenwood, SC	Construct double-track to Salak	Completed	11/06/00
24) Hopkinsville, KY	Install turnouts/signals for new Ft. Campbell lead wye	N	06/30/01
25) Keystone, SC	(Sandpatch to Rockwood, PA)-Upgrade #10 crossovers to power #15's and TCS	Y	7/31/01
26) Lacon to Holmes Gap, AL	Add 8 miles of 2 nd main MP 328-MMP336	<i>Completed</i>	5/15/01
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 June 30, 2001

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

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

STB OPERATIONAL MONITORING REPORT

As of June 30, 2001

INFORMATION TECHNOLOGY

Information Technology

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

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

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

STB OPERATIONAL MONITORING REPORT

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INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

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INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

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INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

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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 June 30, 2001

STB Status Submission Report on Training

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

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

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

The last cutover completed the training initiatives for this project.

George A. Aspatore
General Solicitor

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July 5, 2001

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

Dear Mr. Clemens,

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

Please let me know if you need any further information.

Sincerely,

George A. Aspatore

Enclosure

Norfolk Southern Corporation

STB Operational Monitoring Report

As of June 30, 2001

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Note: Bold print indicates changes from previous report.

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

Surface Transportation Board Operational Monitoring Report

As of June 30, 2001

LABOR

Labor Implementing Agreements

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

Labor-Management Task Forces

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

Note: Bold print indicates changes from previous report.

Surface Transportation Board Operational Monitoring Report

As of June 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Alexandria	IN	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Allentown - Reading	PA	Traffic Control System	Signal	Design Const	Note 2
Angola	NY	Upgrade existing siding, construct new siding Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Ashtabula	OH	Construct connection track Estimated Completion Date: Complete	Track	Design Const	Complete Complete
			Signal	Const	Complete
Attica	IN	Extend siding 4,580 track feet Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Boundbrook	NJ	Extend siding 15,000 track feet Estimated Completion Date: Undetermined	Track	Design Grading Const	Note 2
			Signal	Design Const	
Bristol	VA	Extend siding 14,255 track feet Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Bucyrus	OH	Construct track connection Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete 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 Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete

Surface Transportation Board Operational Monitoring Report

As of June 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding Estimated Completion Date: Undetermined	Track	Design	Note 2
			Signal	Grading Const Design Const	
Hadley Jct (Ft Wayne)	IN	Double tracking Estimated Completion Date: Undetermined	Track	Design	Note 2
			Signal	Grading Const Design Const	
Hagerstown Sec (Greencastle)	PA	Construct siding Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				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

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CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Surface Transportation Board Operational Monitoring Report

As of June 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Sandusky-Columbus	OH	Double Track: S 78.10 - S 88.40 Estimated Completion Date: Complete	Land Track	Design	Complete
				Grading	Complete
			Signal	Const	Complete
				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
			Signal	Const	Complete
				Design	Complete
				Const	Complete
Sidney	IL	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
			Signal	Const	Complete
				Design	Complete
				Const	Complete
Sido	MO	Double tracking 36,458 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
			Bridge	Const	Complete
				Design	Complete
				Const	Complete
Sloan	IL	Extend siding 5,027 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
			Signal	Const	Complete
				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
			Signal	Const	Complete
				Design	Complete
				Const	Complete
Vermillion	OH	Track Connection Estimated Completion Date: Complete	Land Track	Design	Complete
				Grading	Complete
			Signal	Const	Complete
				Design	Complete
				Const	Complete

Surface Transportation Board Operational Monitoring Report

As of June 30, 2001

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

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

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

Surface Transportation Board Operational Monitoring Report

As of June 30, 2001

CUSTOMER SERVICE

Systems and Personnel Training

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

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

CUSTOMER SERVICE

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

Note: Bold print indicates changes from previous report.

Surface Transportation Board Operational Monitoring Report

As of June 30, 2001

CUSTOMER SERVICE

Transition Process

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

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

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

Personnel

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

Customer Awareness

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

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

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

Note: Bold print indicates changes from previous reports.



STB

FD-33388

10-26-00

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2000102

SURFACE TRANSPORTATION BOARD

Memorandum

200102

ENTERED
Office of the Secretary

OCT 26 2000

Part of
Public Record

DATE: October 26, 2000



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

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

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

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

October 18, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, October 20th.

The report shows sustained operational performance levels, at or near the most positive since the Conrail acquisition. Cars on-line moved down over 600 cars from 247,679 to 246,995. Overall train velocity increased to 20.3 miles-per-hour after four consecutive weeks at 19.7. Terminal dwell increased slightly from 26.7 to 27.1 hours. The railroad is still in a very healthy state at this stage of the fall peak.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably by four percentage points to 70%. The greater-than-six-hours-late category moved favorably by three percentage points to 9%.

Yards and Terminals

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

Corridor Performance

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

Shared Areas

Daily average on hand cars decreased slightly at Oak Island and Pavonia, and remained flat at North Yard. Overall terminal dwell time was 26.3 hours, compared to 26.2 hours last week. For the week, there were a total of 71 trains delayed for CSXT and NS: 38 for crew, 13 for power, and 20 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 770 train starts, daily Train Delay totaled 103 hours for Power and 77 hours for Crew. Power delay was up, and crew delay was down from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 24.7% for the week, an improvement from the 27.7% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 80%, down one percentage point from the prior week.

Daily Number of Recrews Required: Of 1860 crew starts, 40 (2%) were recrews, down from 3% the prior week.

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

Locomotives: Gross Locomotives = 4185, Average Available = 3769, and Out-of-Service Ratio = 5.5%, the same as the prior week.

Cars Offered in Interchange: averaged 278 cars daily, of which 38 were allocated to Norfolk Southern. Daily average increased, and the NS average decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 50% for 10 AMTRAK trains (Pittsburgh – Washington) and 93% for 80 MARC trains (West Virginia – Washington). We do not expect significantly improved Amtrak train performance until the track work scheduled through the end of the year is complete.

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

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

Last week, CSXT met the majority of the service reliability goals established for the “top of the peak” phase of the fall peak period. Targets were achieved for 13 of the 18 goals. We met the goals for reportable derailments, cars on-line, train velocity (overall and merchandise), crew duty days, re-crews, car dwell, right connection, on-time originations, 30-hour cars, locomotive setback hours, leased locomotive out-of-service ratio, and locomotive terminal dwell. In short, railroad operations have maintained a high level of performance.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 10/20/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	333	415	437	423	349
	Cars On Hand - Empty	337	360	376	463	316
	Cars On Hand - Total	670	775	813	886	665
	Cars Handled	577	653	641	691	430
	Dwell Hours	35.2	27.7	23.9	25.5	26.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	250	202	290	303	243
	Cars On Hand - Empty	199	324	407	413	303
	Cars On Hand - Total	449	526	697	716	546
	Cars Handled	409	382	554	491	348
	Dwell Hours	39.9	24.8	19.2	26.6	29.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	149	192	166	254	227
	Cars On Hand - Empty	125	165	133	191	148
	Cars On Hand - Total	274	357	299	445	375
	Cars Handled	127	372	246	371	300
	Dwell Hours	16.5	24.6	21.2	22.5	20.2

CSX Comments: Daily average on hand cars decreased slightly at Oak Island and Pavonia, and remained flat at North Yard. Overall terminal dwell time was 26.3 hours, up slightly from 26.2 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00
North Jersey SAA	Number of Originations	9	17	15	15	16
	% Ontime	11%	6%	20%	20%	31%
	% Late 0-2 Hours	33%	24%	27%	27%	19%
	% Late 2-4 Hours	0%	29%	33%	13%	6%
	% Late 4-6 Hours	33%	0%	7%	13%	19%
	% Late GT 6 Hours	22%	41%	13%	27%	25%
South Jersey SAA	Number of Originations	1	5	5	6	6
	% Ontime	100%	40%	0%	50%	17%
	% Late 0-2 Hours	0%	0%	20%	0%	17%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	40%	60%	0%	67%
	% Late GT 6 Hours	0%	20%	20%	50%	0%
Detroit SAA	Number of Originations	6	6	7	5	7
	% Ontime	33%	17%	29%	40%	57%
	% Late 0-2 Hours	50%	67%	14%	0%	29%
	% Late 2-4 Hours	17%	17%	0%	20%	0%
	% Late 4-6 Hours	0%	0%	14%	0%	0%
	% Late GT 6 Hours	0%	0%	43%	40%	14%

CSX Comments: Total road train delays were 71 trains. Crew delays were 38 trains for 182 hours; power 13 trains for 105 hours; originating trains 20 for 150 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00	Average
Cars Offered	NS	49	71	8	29	32	38
	All Other	399	108	349	302	45	241
	Total	448	179	357	331	77	278

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	100%	50%	100%	0%	50%
MARC	Trains	18	18	18	18	18	90
	% On Time	89%	94%	94%	89%	100%	93%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	10/14/00	10/15/00	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00	Total
Baltimore	Train Crew Starts	17	12	15	19	16	21	21	121
	Crews Delayed +2 Hours	9	4	4	12	5	10	10	54
	% Delayed +2 Hours	53%	33%	27%	63%	31%	48%	48%	45%
Buffalo	Train Crew Starts	44	43	33	50	47	44	41	302
	Crews Delayed +2 Hours	7	9	4	5	6	11	9	51
	% Delayed +2 Hours	16%	21%	12%	10%	13%	25%	22%	17%
Chicago	Train Crew Starts	26	22	24	23	25	25	26	171
	Crews Delayed +2 Hours	7	7	3	6	10	5	7	45
	% Delayed +2 Hours	27%	32%	13%	26%	40%	20%	27%	26%
Cincinnati	Train Crew Starts	35	37	35	34	37	41	40	259
	Crews Delayed +2 Hours	4	2	3	3	5	2	4	23
	% Delayed +2 Hours	11%	5%	9%	9%	14%	5%	10%	9%
Cleveland	Train Crew Starts	23	28	22	21	25	27	29	175
	Crews Delayed +2 Hours	8	14	9	8	6	11	9	65
	% Delayed +2 Hours	35%	50%	41%	38%	24%	41%	31%	37%
Cumberland	Train Crew Starts	32	32	26	33	37	37	31	228
	Crews Delayed +2 Hours	9	3	4	5	1	4	12	38
	% Delayed +2 Hours	28%	9%	15%	15%	3%	11%	39%	17%
Detroit	Train Crew Starts	6	5	5	7	7	6	8	44
	Crews Delayed +2 Hours	2	1	2	2	1	2	1	11
	% Delayed +2 Hours	33%	20%	40%	29%	14%	33%	13%	25%
Philadelphia	Train Crew Starts	14	12	10	13	11	12	10	82
	Crews Delayed +2 Hours	5	1	2	3	2	2	2	17
	% Delayed +2 Hours	36%	8%	20%	23%	18%	17%	20%	21%
Selkirk	Train Crew Starts	41	43	33	43	41	46	46	293
	Crews Delayed +2 Hours	16	12	6	13	12	12	14	85
	% Delayed +2 Hours	39%	28%	18%	30%	29%	26%	30%	29%
Toledo	Train Crew Starts	32	32	31	30	30	34	30	219
	Crews Delayed +2 Hours	3	6	6	8	8	11	9	51
	% Delayed +2 Hours	9%	19%	19%	27%	27%	32%	30%	23%
Willard	Train Crew Starts	38	45	36	39	39	40	49	286
	Crews Delayed +2 Hours	11	8	3	11	11	10	13	67
	% Delayed +2 Hours	29%	18%	8%	28%	28%	25%	27%	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	10/14/00	10/15/00	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00	Total
Train Delay	Originating Train Starts	109	110	101	105	115	117	113	770
	Delayed Hours - Power	36	27	6	19	4	0	11	103
	Delayed Hours - Crews	33	23	7	2	4	0	8	77

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	10/14/00	10/15/00	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00	Average
Crew Availability		78%	76%	79%	81%	82%	83%	82%	80%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	10/14/00	10/15/00	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00	Total
Crews/Recrews	Train Crew Starts	275	261	227	266	270	279	282	1860
	Recrews	6	8	3	3	3	7	10	40
	% Recrewed	2%	3%	1%	1%	1%	3%	4%	2%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	10/14/00	10/15/00	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00	Average
Locomotives	Gross Fleet Size	4189	4194	4204	4182	4170	4171	4187	4185
	Avg. Number Available	3767	3749	3788	3777	3776	3764	3765	3769
	OOS Ratio	5.3	5.7	5.6	5.4	5.4	5.4	5.4	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	10/14/00	10/15/00	10/16/00	10/17/00	10/18/00	10/19/00	10/20/00	Average
Train Delay	Philadelphia/South Jersey	3	5	2	0	1	3	4	3
	North Jersey	7	7	6	2	5	7	6	6
	Detroit	2	2	2	0	1	2	4	2

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

George A. Aspatore
General Solicitor

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

October 25, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending October 20, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.
October 25, 2000
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

October 25, 2000

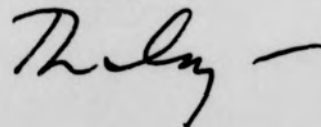
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

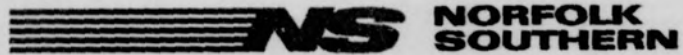
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 48 trains were held for terminal congestion, 24 trains were held for crews, and 6 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased slightly at Oak Island and Pavonia while remaining constant at North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time increased slightly. Reported road train delays for crews and power shifted slightly from crew to power causes for the week: 38 trains were delayed 182 hours for lack of crews and 13 trains were delayed for 105 hours awaiting power. Twenty originating trains were delayed a total of 150 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 59% of the delay hours reported in the SAAs.

Sincerely,

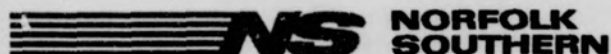
A handwritten signature in black ink, appearing to be "Thelma" followed by a horizontal line.



For the week ending 10/20/00

Shared Asset Area - Yard Performance

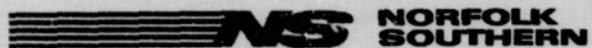
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	10/16/00	850	125	149	274	127	16.5
	10/17/00	850	165	192	357	372	24.6
	10/18/00	850	133	166	299	246	21.2
	10/19/00	850	191	254	445	371	22.5
	10/20/00	850	148	227	375	300	20.2
North Yard MI Average		850	152	198	350	283	21.8
Oak Island NJ	10/16/00	1200	337	333	670	577	35.2
	10/17/00	1200	360	415	775	653	27.7
	10/18/00	1200	376	437	813	641	23.9
	10/19/00	1200	463	423	886	691	25.5
	10/20/00	1200	316	349	665	430	26.3
Oak Island NJ Average		1200	370	391	762	598	27.6
Pavonia NJ	10/16/00	900	199	250	449	409	39.9
	10/17/00	900	324	202	526	382	24.8
	10/18/00	900	407	290	697	554	19.2
	10/19/00	900	413	303	716	491	26.6
	10/20/00	900	303	243	546	348	29.4
Pavonia Average		900	329	258	587	437	27.4



For the week ending 10/20/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	16-Oct	6	33%	50%	17%	0%	0%
	17-Oct	6	17%	67%	17%	0%	0%
	18-Oct	7	29%	14%	0%	14%	43%
	19-Oct	5	40%	0%	20%	0%	40%
	20-Oct	7	57%	29%	0%	0%	14%
Detroit Total		31	35%	32%	10%	3%	19%
North Jersey Total	16-Oct	9	11%	33%	0%	33%	22%
	17-Oct	17	6%	24%	29%	0%	41%
	18-Oct	15	20%	27%	33%	7%	13%
	19-Oct	15	20%	27%	13%	13%	27%
	20-Oct	16	31%	19%	6%	19%	25%
North Jersey Total		72	18%	25%	18%	13%	26%
South Jersey Total	16-Oct	1	100%	0%	0%	0%	0%
	17-Oct	5	40%	0%	0%	40%	20%
	18-Oct	5	0%	20%	0%	60%	20%
	19-Oct	6	50%	0%	0%	0%	50%
	20-Oct	6	17%	17%	0%	67%	0%
South Jersey Total		23	30%	9%	0%	39%	22%
Grand Total		126	25%	24%	13%	15%	24%

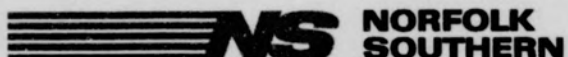


For the week ending 10/20/00

Shared Asset Area Trains Held

area	Sat 14-Oct	Sun 15-Oct	Mon 16-Oct	Tue 17-Oct	Wed 18-Oct	Thu 19-Oct	Fri 20-Oct	Grand Total
North Jersey	7	7	6	2	5	7	6	40
South Jersey	3	5	2	0	1	3	4	18
Detroit	2	2	2	0	1	2	4	13

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	57	0	0	46	17	120
Total	57	0	0	46	17	120

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

NS Northern Region Train Starts and Delays

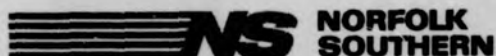
	Saturday 14-Oct	Sunday 15-Oct	Monday 16-Oct	Tuesday 17-Oct	Wednesday 18-Oct	Thursday 19-Oct	Friday 20-Oct	Grand Total
# of Train Starts	243	217	215	253	229	232	246	1635
Delay Cause								
Crew Delays (hrs)	7.9	0.0	0.0	0.0	2.7	13.5	5.2	29.3
Power Delays (hrs)	34.4	11.8	0.0	27.2	143.7	88.8	4.0	309.8

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 14-Oct	Sunday 15-Oct	Monday 16-Oct	Tuesday 17-Oct	Wednesday 18-Oct	Thursday 19-Oct	Friday 20-Oct	average
Fleet Size	3540	3526	3486	3521	3540	3569	3574	3537
available	3381	3346	3309	3335	3343	3364	3378	3351
out of service %	4.5%	5.1%	5.1%	5.3%	5.6%	5.7%	5.5%	5.3%

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



NS Crew Starts and Delays

		Saturday 14-Oct	Sunday 15-Oct	Monday 16-Oct	Tuesday 17-Oct	Wednesday 18-Oct	Thursday 19-Oct	Friday 20-Oct	Grand Total
Allentown	crew starts	11	12	18	15	14	15	19	104
	crews delayed	7	3	3	3	3	3	6	28
Bellevue	crew starts	41	43	40	44	45	43	37	293
	crews delayed	17	17	18	12	19	12	11	106
Buffalo	crew starts	23	20	19	29	26	28	23	168
	crews delayed	8	4	2	7	4	4	5	34
Chicago	crew starts	37	39	37	30	33	36	38	250
	crews delayed	13	16	12	16	14	19	17	107
Cincinnati	crew starts	42	36	36	43	40	43	42	282
	crews delayed	10	5	6	9	5	12	8	55
Cleveland	crew starts	17	16	14	21	16	14	18	116
	crews delayed	4	8	2	11	4	4	6	39
Conway	crew starts	61	54	47	55	60	53	57	387
	crews delayed	18	17	12	17	11	9	10	94
Detroit	crew starts	24	16	22	25	21	24	22	154
	crews delayed	12	6	8	7	8	9	8	58
Elkhart	crew starts	43	41	36	34	37	42	36	269
	crews delayed	21	15	10	11	15	17	14	103
Harrisburg	crew starts	61	49	46	57	66	60	55	394
	crews delayed	33	16	20	22	31	28	26	176
Toledo	crew starts	60	53	45	54	62	64	62	400
	crews delayed	10	16	12	13	19	12	11	93

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 14-Oct	Sunday 15-Oct	Monday 16-Oct	Tuesday 17-Oct	Wednesday 18-Oct	Thursday 19-Oct	Friday 20-Oct	average
availability%	76%	76%	78%	81%	81%	81%	79%	79%

Notes:

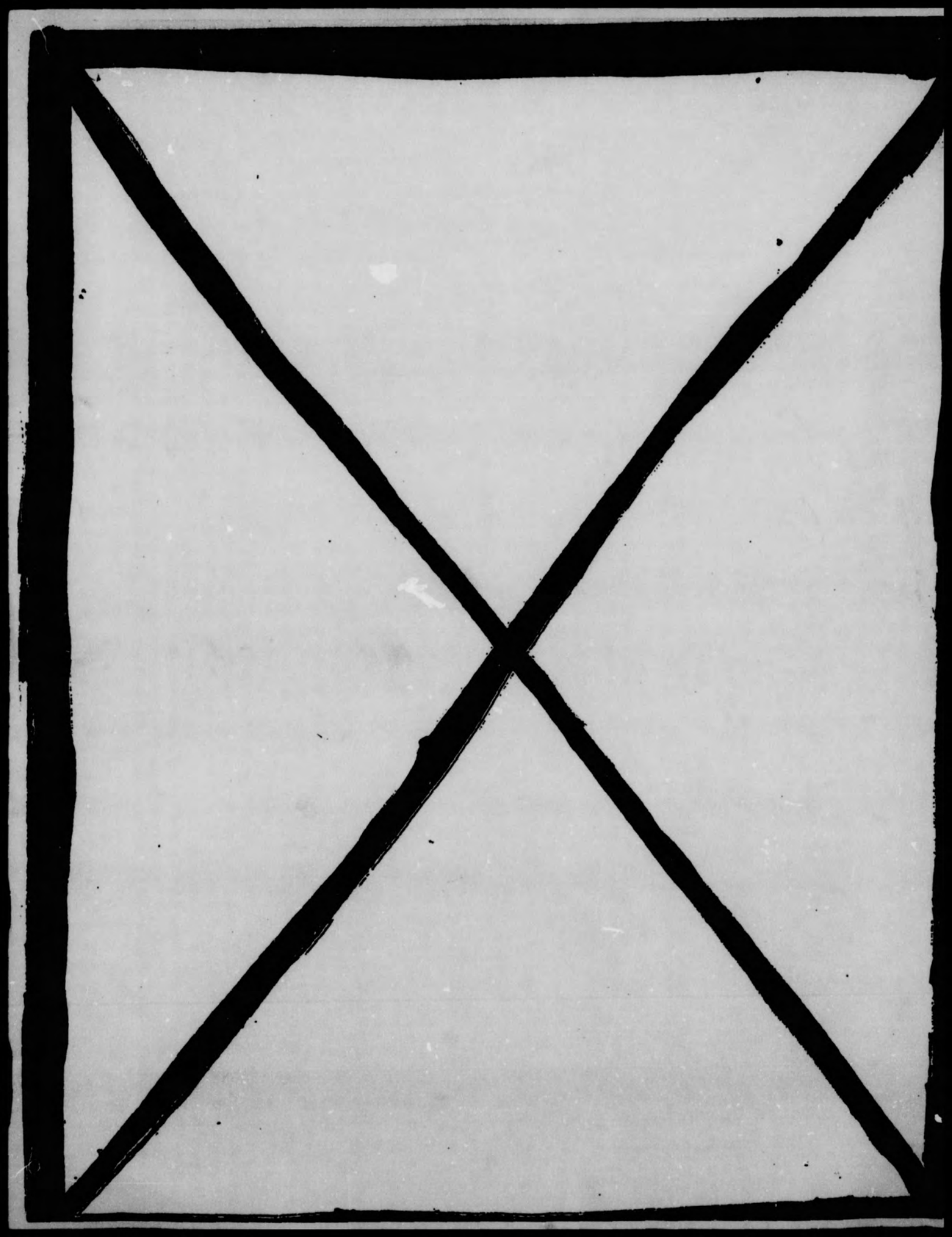
A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

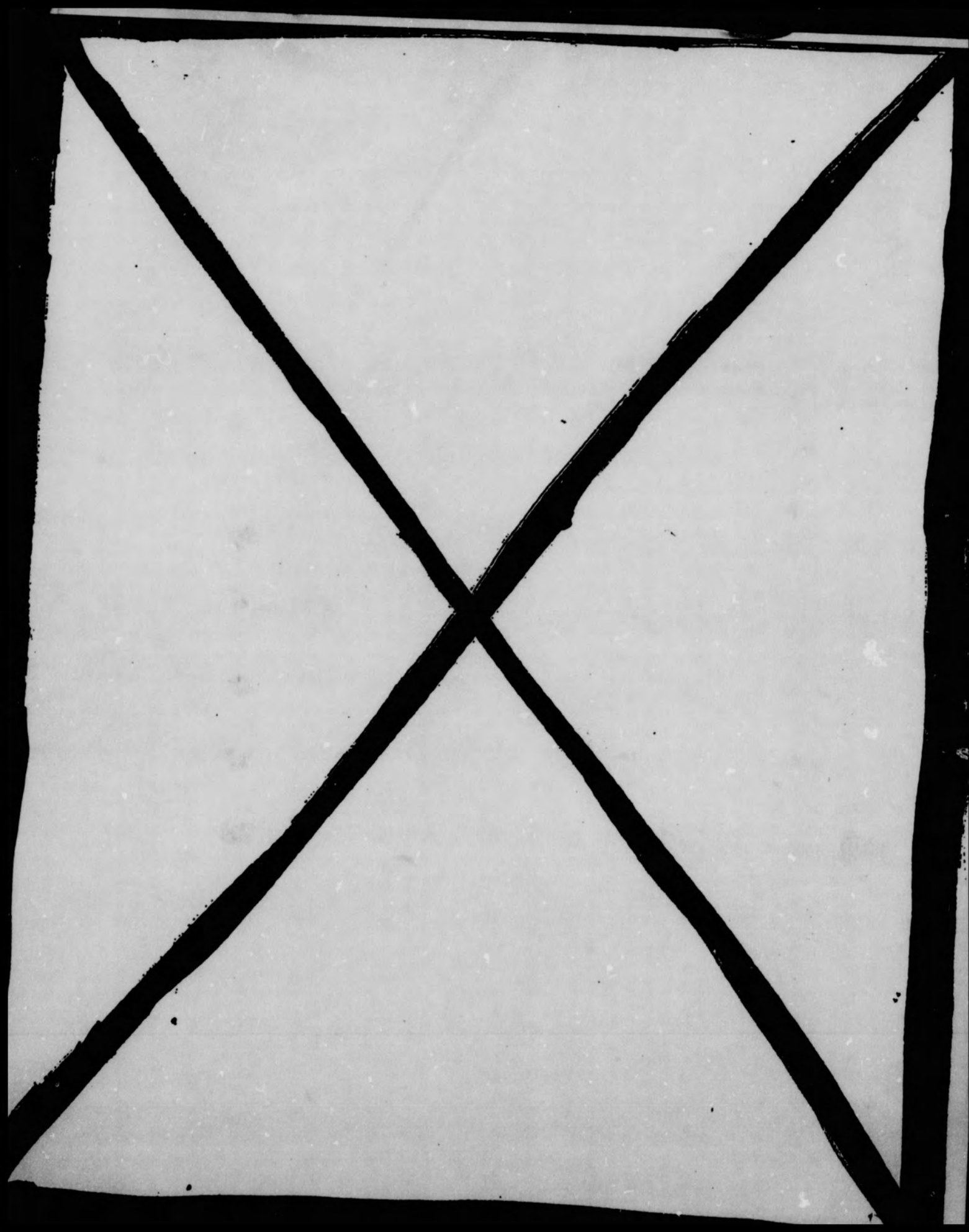
NS Northern Region Crew Starts and Recrews

	Saturday 14-Oct	Sunday 15-Oct	Monday 16-Oct	Tuesday 17-Oct	Wednesday 18-Oct	Thursday 19-Oct	Friday 20-Oct	Grand Total
crew starts	349	309	278	335	349	343	333	2296
recrews	3	11	8	5	11	12	11	61

Notes:

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







STB

FD-33388

10-19-00

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SURFACE TRANSPORTATION BOARD

Memorandum

200058

ENTERED
Office of the Secretary

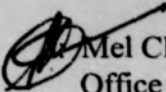
OCT 20 2000

Part of
Public Record

DATE: October 19, 2000



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

FROM :  Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

October 18, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, October 13th.

The report shows sustained operational performance levels, at or near the most positive since the Conrail acquisition. Cars on-line moved down over 1600 cars from 249,340 to 247,679. Overall train velocity remained at 19.7 miles-per-hour for the fourth week in a row. Terminal dwell increased slightly from 26.5 to 26.7 hours. The railroad is still in a healthy state in advance of the fall peak.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably by seven percentage points to 66%. The greater-than-six-hours-late category moved unfavorably by eight percentage points to 12%. This somewhat tempers last week's favorable improvement of 13 percentage for on-time-to-two-hours-late at this gateway.

Yards and Terminals

Car volumes and dwell times showed general improvement 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

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

Shared Areas

Daily average on hand cars increased slightly at all three locations. Overall terminal dwell time was 26.2 hours, compared to 23.4 hours last week. For the week, there were a total of 72 trains delayed for CSXT and NS: 48 for crew, 8 for power, and 16 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 768 train starts, daily Train Delay totaled 52 hours for Power and 81 hours for Crew. Power delay was down, and crew delay was the same as the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 27.7% for the week, up slightly from 27.3% reported last week.

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

Daily Number of Recrews Required: Of 1877 crew starts, 63 (3%) were recrews, same as the prior week.

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

Locomotives: Gross Locomotives = 4183, Average Available = 3794, and Out-of-Service Ratio = 5.2%, down from 5.5% the prior week.

Cars Offered in Interchange: averaged 293 cars daily, of which 143 were allocated to Norfolk Southern. Daily average and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh – Washington) and 100% for 80 MARC trains (West Virginia – Washington). We do not expect significantly improved passenger train performance until the track work scheduled through the end of the year is complete.

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

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

Once again last week, CSXT met the majority of the service reliability goals established for the first seven weeks of the fall peak period. Targets were achieved for 13 of the 18 goals. We met the goals for cars on-line, train velocity (overall and merchandise), crew duty days, re-crews, crew delay hours, car dwell, right connection, on-time originations, 30-hour cars, locomotive setback hours, leased locomotive out-of-service ratio, and locomotive terminal dwell. Railroad operations have maintained a high level of performance in advance of the expected increase in traffic.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 10/13/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	453	249	344	385	396
	Cars On Hand - Empty	465	270	413	467	483
	Cars On Hand - Total	918	519	757	852	879
	Cars Handled	691	509	670	695	570
	Dwell Hours	30.1	31.1	22.3	22.1	28.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	274	298	210	270	207
	Cars On Hand - Empty	462	349	319	326	273
	Cars On Hand - Total	736	647	529	596	480
	Cars Handled	403	551	348	452	269
	Dwell Hours	51.5	23.6	26.7	25.0	17.5
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	120	193	201	266	226
	Cars On Hand - Empty	127	149	157	128	185
	Cars On Hand - Total	247	342	358	394	411
	Cars Handled	94	263	387	303	407
	Dwell Hours	15.5	21.7	24.7	16.6	23.0

CSX Comments: Daily average on hand cars increased slightly at all three locations.
Overall terminal dwell time was 26.2 hours, up from 23.4 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00
North Jersey SAA	Number of Originations	9	16	15	15	16
	% Ontime	33%	19%	13%	7%	31%
	% Late 0-2 Hours	0%	31%	27%	20%	25%
	% Late 2-4 Hours	44%	6%	13%	20%	6%
	% Late 4-6 Hours	0%	25%	13%	27%	13%
	% Late GT 6 Hours	22%	19%	33%	27%	25%
South Jersey SAA	Number of Originations	1	5	7	6	7
	% Ontime	100%	40%	57%	33%	57%
	% Late 0-2 Hours	0%	0%	0%	0%	14%
	% Late 2-4 Hours	0%	20%	29%	0%	14%
	% Late 4-6 Hours	0%	20%	0%	33%	0%
	% Late GT 6 Hours	0%	20%	14%	33%	14%
Detroit SAA	Number of Originations	5	6	7	6	7
	% Ontime	60%	33%	29%	17%	43%
	% Late 0-2 Hours	40%	50%	43%	33%	29%
	% Late 2-4 Hours	0%	0%	29%	17%	29%
	% Late 4-6 Hours	0%	0%	0%	17%	0%
	% Late GT 6 Hours	0%	17%	0%	17%	0%

CSX Comments: Total road train delays were 72 trains. Crew delays were 48 trains for 252 hours; power 8 trains for 42 hours; originating trains 16 for 101 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00	Average
Cars Offered	NS	197	204	79	154	83	143
	All Other	95	111	297	110	134	149
	Total	292	315	376	264	217	293

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	50%	100%	50%	60%
MARC	Trains	8	18	18	18	18	80
	% On Time	100%	100%	100%	100%	100%	100%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	10/07/00	10/08/00	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00	Total
Baltimore	Train Crew Starts	24	14	16	17	18	18	14	121
	Crews Delayed +2 Hours	7	10	4	12	9	11	8	61
	% Delayed +2 Hours	29%	71%	25%	71%	50%	61%	57%	50%
Buffalo	Train Crew Starts	43	37	38	31	36	52	46	283
	Crews Delayed +2 Hours	8	9	9	2	3	9	4	44
	% Delayed +2 Hours	19%	24%	24%	6%	8%	17%	9%	16%
Chicago	Train Crew Starts	23	23	18	27	25	22	23	161
	Crews Delayed +2 Hours	9	14	7	8	9	4	5	56
	% Delayed +2 Hours	39%	61%	39%	30%	36%	18%	22%	35%
Cincinnati	Train Crew Starts	39	35	37	33	36	37	36	253
	Crews Delayed +2 Hours	5	2	3	5	2	3	1	21
	% Delayed +2 Hours	13%	6%	8%	15%	6%	8%	3%	8%
Cleveland	Train Crew Starts	28	24	24	25	27	26	26	180
	Crews Delayed +2 Hours	10	9	7	12	6	7	13	64
	% Delayed +2 Hours	36%	38%	29%	48%	22%	27%	50%	36%
Cumberland	Train Crew Starts	37	37	33	31	30	35	30	233
	Crews Delayed +2 Hours	5	4	4	5	1	6	10	35
	% Delayed +2 Hours	14%	11%	12%	16%	3%	17%	33%	15%
Detroit	Train Crew Starts	5	5	6	6	7	7	6	42
	Crews Delayed +2 Hours	0	0	2	2	2	1	2	9
	% Delayed +2 Hours	0%	0%	33%	33%	29%	14%	33%	21%
Philadelphia	Train Crew Starts	13	11	9	13	10	15	10	81
	Crews Delayed +2 Hours	4	2	3	2	2	2	2	17
	% Delayed +2 Hours	31%	18%	33%	15%	20%	13%	20%	21%
Selkirk	Train Crew Starts	39	34	29	35	39	46	49	271
	Crews Delayed +2 Hours	10	11	4	8	14	12	19	78
	% Delayed +2 Hours	26%	32%	14%	23%	36%	26%	39%	29%
Toledo	Train Crew Starts	30	30	24	24	26	30	28	192
	Crews Delayed +2 Hours	15	13	6	5	6	9	7	61
	% Delayed +2 Hours	50%	43%	25%	21%	23%	30%	25%	32%
Willard	Train Crew Starts	43	40	36	36	47	41	39	282
	Crews Delayed +2 Hours	13	11	14	15	18	11	14	96
	% Delayed +2 Hours	30%	28%	39%	42%	38%	27%	36%	34%

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

Surface Transportation Board

Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	10/07/00	10/08/00	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00	Total
Train Delay	Originating Train Starts	113	107	101	94	110	122	121	768
	Delayed Hours - Power	9	6	13	10	4	7	3	52
	Delayed Hours - Crews	26	19	14	1	8	0	13	81

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	10/07/00	10/08/00	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00	Average
Crew Availability		81%	79%	80%	82%	84%	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	10/07/00	10/08/00	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00	Total
Crews/Recrews	Train Crew Starts	274	263	253	245	274	288	280	1877
	Recrews	11	10	9	6	10	6	11	63
	% Recrewed	4%	4%	4%	2%	4%	2%	4%	3%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	10/07/00	10/08/00	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00	Average
Locomotives	Gross Fleet Size	4177	4205	4200	4174	4184	4171	4168	4183
	Avg. Number Available	3822	3822	3807	3812	3777	3783	3738	3794
	OOS Ratio	5.5	5.3	5.2	5.0	5.0	5.1	5.3	5.2

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	10/07/00	10/08/00	10/09/00	10/10/00	10/11/00	10/12/00	10/13/00	Average
Train Delay	Philadelphia/South Jersey	3	5	4	0	2	3	3	3
	North Jersey	6	7	4	5	2	5	7	5
	Detroit	2	3	2	1	1	3	3	2

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

George A. Aspatore
General Solicitor

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

October 18, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending October 13, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.
October 18, 2000
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

October 18, 2000

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

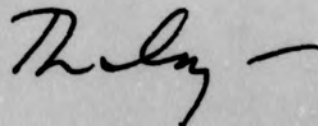
Dear Mr. Clemens:

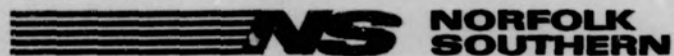
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 39 trains were held for terminal congestion, 38 trains were held for crews, and 10 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume increased slightly at North Yard, Oak Island, and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power increased slightly from the prior week: 48 trains were delayed 252 hours for lack of crews and 8 trains were delayed for 42 hours awaiting power. Sixteen originating trains were delayed a total of 101 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,

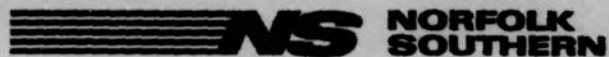
A handwritten signature in dark ink, appearing to be "Thelma" followed by a horizontal line.



For the week ending 10/13/00

Shared Asset Area - Yard Performance

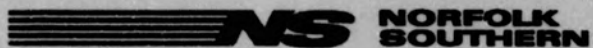
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	10/9/00	850	127	120	247	94	15.5
	10/10/00	850	149	193	342	263	21.7
	10/11/00	850	157	201	358	287	24.7
	10/12/00	850	128	266	394	303	16.6
	10/13/00	850	185	226	411	407	23.0
North Yard MI Average		850	149	201	350	271	21.1
Oak Island NJ	10/9/00	1200	465	453	918	691	30.1
	10/10/00	1200	270	249	519	509	31.1
	10/11/00	1200	413	344	757	670	22.3
	10/12/00	1200	467	385	852	695	22.1
	10/13/00	1200	483	396	879	570	28.2
Oak Island NJ Average		1200	420	365	785	627	26.5
Pavonia NJ	10/9/00	900	462	274	736	403	51.5
	10/10/00	900	349	298	647	551	23.6
	10/11/00	900	319	210	529	348	26.7
	10/12/00	900	326	270	596	452	25.0
	10/13/00	900	273	207	480	269	17.5
Pavonia Average		900	346	252	598	405	29.2



For the week ending 10/13/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	9-Oct	5	60%	40%	0%	0%	0%
	10-Oct	6	33%	50%	0%	0%	17%
	11-Oct	7	29%	43%	29%	0%	0%
	12-Oct	6	17%	33%	17%	17%	17%
	13-Oct	7	43%	29%	29%	0%	0%
Detroit Total		31	35%	39%	16%	3%	6%
North Jersey Total	9-Oct	9	33%	0%	44%	0%	22%
	10-Oct	16	19%	31%	6%	25%	19%
	11-Oct	15	13%	27%	13%	13%	33%
	12-Oct	15	7%	20%	20%	27%	27%
	13-Oct	16	31%	25%	6%	13%	25%
North Jersey Total		71	20%	23%	15%	17%	25%
South Jersey Total	9-Oct	1	100%	0%	0%	0%	0%
	10-Oct	5	40%	0%	20%	20%	20%
	11-Oct	7	57%	0%	29%	0%	14%
	12-Oct	6	33%	0%	0%	33%	33%
	13-Oct	7	57%	14%	14%	0%	14%
South Jersey Total		26	50%	4%	15%	12%	19%
Grand Total		128	30%	23%	16%	13%	20%



For the week ending 10/13/00

Shared Asset Area Trains Held

area	Sat 07-Oct	Sun 08-Oct	Mon 09-Oct	Tue 10-Oct	Wed 11-Oct	Thu 12-Oct	Fri 13-Oct	Grand Total
North Jersey	6	7	4	5	3	5	7	37
South Jersey	3	5	4	0	2	3	3	20
Detroit	2	3	2	1	1	3	3	15

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	0	0	18	49	18	85
Total	0	0	18	49	18	85

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

NS Northern Region Train Starts and Delays

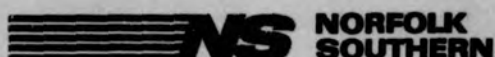
	Saturday 7-Oct	Sunday 8-Oct	Monday 9-Oct	Tuesday 10-Oct	Wednesday 11-Oct	Thursday 12-Oct	Friday 13-Oct	Grand Total
# of Train Starts	238	221	232	234	238	255	248	1666
Delay Cause								
Crew Delays (hrs)	4.3	0.0	0.0	0.0	2.0	0.0	4.1	10.4
Power Delays (hrs)	22.8	11.5	8.8	0.0	0.0	16.8	45.7	105.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 7-Oct	Sunday 8-Oct	Monday 9-Oct	Tuesday 10-Oct	Wednesday 11-Oct	Thursday 12-Oct	Friday 13-Oct	average
Fleet Size	3468	3549	3487	3491	3475	3434	3513	3488
available	3275	3346	3279	3305	3304	3260	3346	3302
out of service %	5.6%	5.7%	6.0%	5.3%	4.9%	5.1%	4.8%	5.3%

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



NS Crew Starts and Delays

		Saturday 7-Oct	Sunday 8-Oct	Monday 9-Oct	Tuesday 10-Oct	Wednesday 11-Oct	Thursday 12-Oct	Friday 13-Oct	Grand Total
Allentown	crew starts	11	13	15	12	20	17	15	103
	crews delayed	2	6	5	2	6	4	6	31
Bellevue	crew starts	52	45	44	37	45	53	45	321
	crews delayed	24	13	20	17	21	25	20	140
Buffalo	crew starts	25	24	19	28	29	25	25	175
	crews delayed	3	9	3	3	5	4	3	35
Chicago	crew starts	37	37	37	32	39	53	37	272
	crews delayed	17	17	15	11	15	9	16	100
Cincinnati	crew starts	38	38	37	43	41	37	43	277
	crews delayed	9	4	10	10	7	2	9	51
Cleveland	crew starts	16	19	17	10	19	18	19	118
	crews delayed	7	8	5	5	8	8	10	51
Conway	crew starts	62	49	50	55	59	63	54	392
	crews delayed	17	13	14	12	16	19	12	103
Detroit	crew starts	19	18	17	22	22	22	20	140
	crews delayed	7	8	2	7	5	7	6	42
Elkhart	crew starts	40	30	44	37	36	42	35	264
	crews delayed	18	12	13	11	13	19	19	105
Harrisburg	crew starts	62	50	46	56	64	59	59	396
	crews delayed	19	16	20	22	24	14	22	137
Toledo	crew starts	58	51	45	59	65	62	57	397
	crews delayed	14	6	12	23	18	16	6	95

Notes:

Data source is T&E employees' "End of Trip" reporting

A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.

Includes all trains for location, whether originating or run-through.

A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 7-Oct	Sunday 8-Oct	Monday 9-Oct	Tuesday 10-Oct	Wednesday 11-Oct	Thursday 12-Oct	Friday 13-Oct	average
availability%	77%	76%	80%	82%	81%	83%	80%	80%

Notes:

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

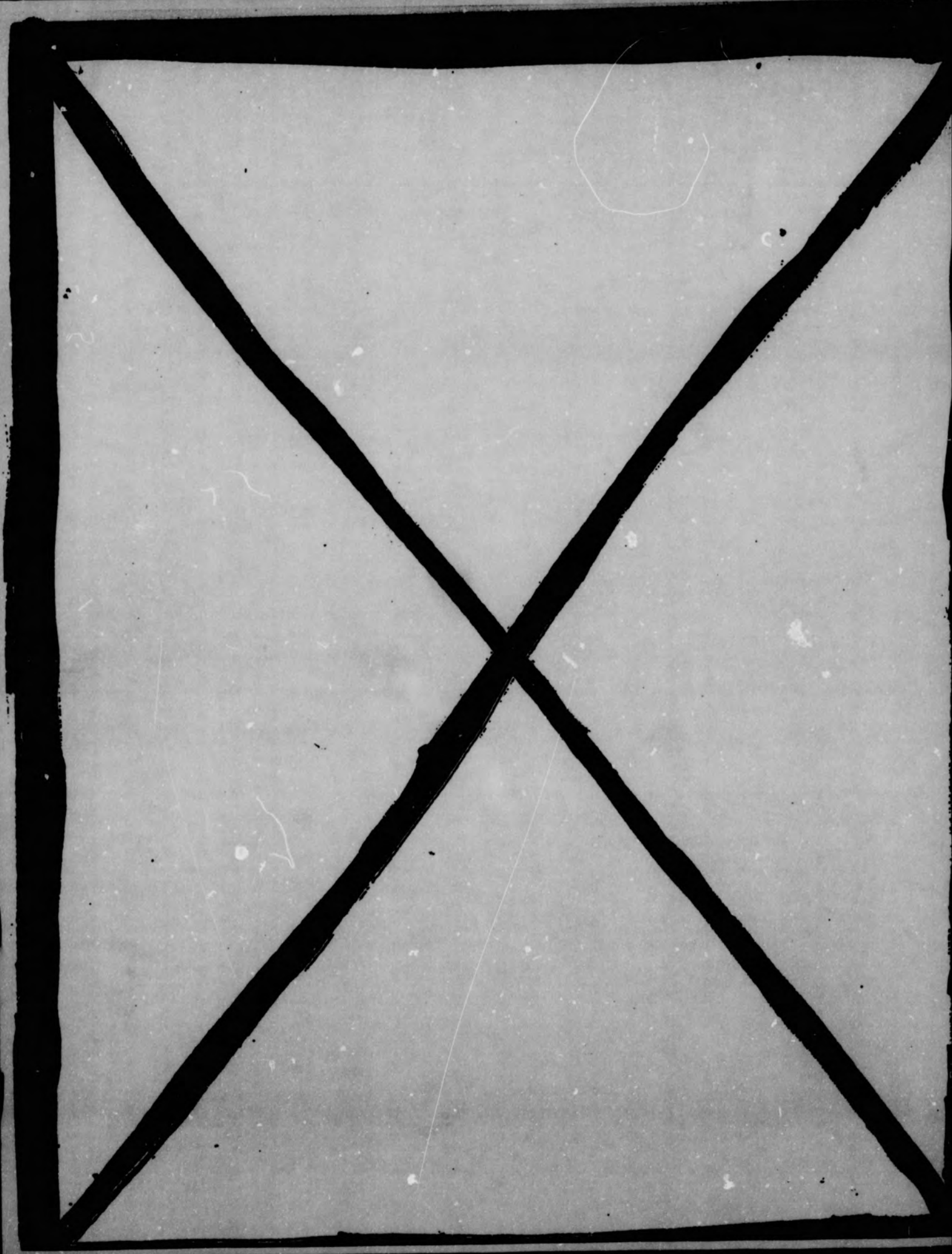
NS Northern Region Crew Starts and Recrews

	Saturday 7-Oct	Sunday 8-Oct	Monday 9-Oct	Tuesday 10-Oct	Wednesday 11-Oct	Thursday 12-Oct	Friday 13-Oct	Grand Total
crew starts	355	302	282	322	364	358	334	2317
recrews	11	6	11	10	8	13	5	64

Notes:

A summary of trains ordered by field transportation using relief crew (recrew) train symbol

Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service



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10-18-00

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STEPTOE & JOHNSON LLP

ATTORNEYS AT LAW

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Washington, DC 20036-1795

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dcoburn@steptoelaw.com

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October 18, 2000



VIA HAND DELIVERY

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

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

CSX Quarterly Intermodal Truck Survey Report

Dear Secretary Williams:

Further to the requirement in Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, CSX Corporation and CSX Transportation, Inc. ("CSX") hereby submit the attached quarterly report reflecting the origins, destinations and cross-Hudson River routings for truck traffic at those intermodal terminals in Northern New Jersey and Massachusetts that were allocated to CSX by virtue of the Conrail transaction or operated by CSX prior to that transaction (Little Ferry, NJ; North Bergen, NJ; Kearny, NJ; Boston, MA; Springfield, MA; and Worcester, MA). This report, which reflects the traffic surveyed on six days during the quarterly survey period, covers the three month period between June 1, 2000 and August 31, 2000.

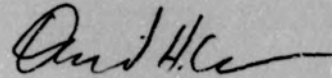
Please note that with respect to the attached New Jersey report, the data reflects the ultimate origin or destination of the surveyed traffic utilizing the George Washington Bridge. The report also shows the volume of surveyed traffic using other Hudson River crossings and the much larger volume of traffic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

The Honorable Vernon A. Williams
October 18, 2000
Page 2

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

Please direct any questions concerning this report to the undersigned.

Respectfully,



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

Attachments

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

CSX CORPORATION
Intermodal Survey Report No. 7

October 18, 2000

New Jersey Terminals

Survey Results for June 1, 2000 through August 31, 2000

ST CITY	INBOUND	OUTBOUND	TOTAL
CT ANSONIA	0	1	1
CT BRIDGEPORT	1	0	1
CT CORONA	1	0	1
CT ENFIELD	1	0	1
CT STAMFORD	2	11	13
MA BOSTON	1	1	2
MA MIDDLETOWN	1	0	1
MA WORCESTER	0	3	3
ME FREEPORT	1	1	2
ME PORTLAND	1	0	1
NH PORTSMOUTH	0	1	1
NY BROOKLYN	12	33	45
NY BRONX	108	186	294
NY ELMSFORD	0	1	1
NY LONISLAND	4	31	35
NY MANHATTAN	0	7	7
NY MIDDLETOWN	1	0	1
NY ORANGEBURG	0	1	1
NY QUEENS	10	28	38
NY STAISLAND	0	1	1
George Washington	144	306	450
George Washington	144	306	450
Tappan Zee	10	21	31
Staten Is. Crossings	34	49	83
Manhattan Tunnels	2	1	3
All Other	9	6	15
East of Hudson	199	383	582
West of Hudson	835	1649	2484
GRAND TOTAL	1034	2032	3066

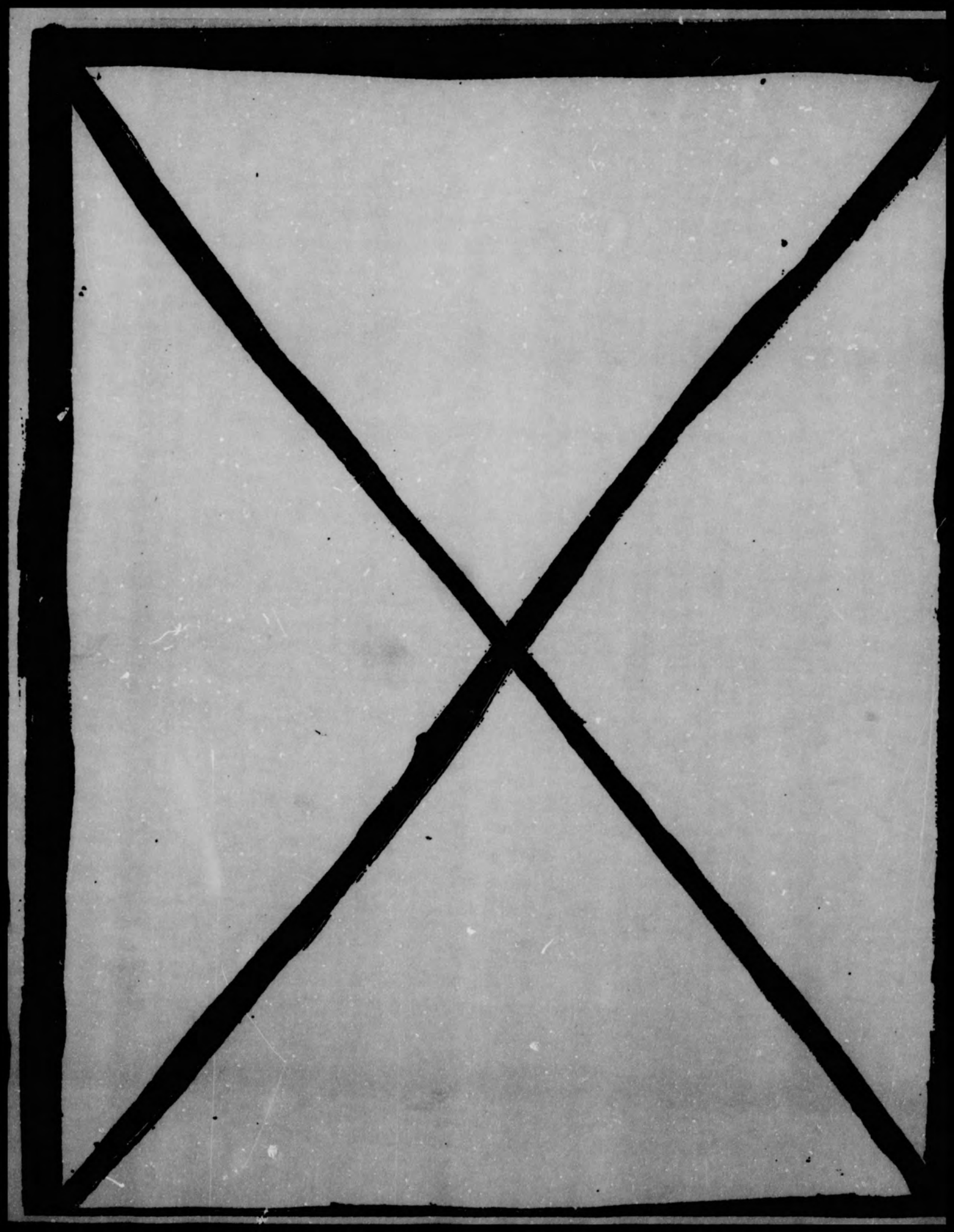
CSX CORPORATION
Intermodal Survey No. 7

October 18, 2000

Massachusetts Terminals

Survey Results for June 1, 2000 through August 31, 2000

	INBOUND	OUTBOUND	TOTAL
George Washington	34	33	67
Other	1324	1468	2792
GRAND TOTAL	1358	1501	2859



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SIDLEY & AUSTIN
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

CHICAGO
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WRITER'S DIRECT NUMBER
(202)736-8071

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

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OCT 18 2000

October 17, 2000

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BY HAND DELIVERY - Original and 25 Copies

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

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

Dear Secretary Williams:

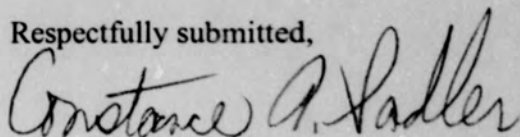
Norfolk Southern Corporation, the Ohio Rail Development Commission and the Public Utilities Commission of Ohio have amended their February 10, 1999 Rail Corridor Safety Agreement ("February 10, 1999 Agreement") previously submitted to the Surface Transportation Board and entered and approved by the Board in Decision No. 131 as a Negotiated Agreement under Condition 51 of Appendix Q of Decision No. 89 in the above-referenced proceeding. The amended agreement, dated October 17, 2000 and executed by Norfolk Southern Corporation, the Ohio Rail Development Commission and the Public Utilities Commission of Ohio ("Amendment to the Norfolk Southern Rail Corridor Safety Agreement with the Ohio Rail Development Commission and the Public Utilities Commission of Ohio" or the "Amendment"), amends the February 10, 1999 Agreement as it pertains to three at-grade crossings in Ohio: York Street, Bellevue, Ohio; Kilbourne Road, Bellevue, Ohio; and Hopley Avenue, Bucyrus, Ohio. Section I-A, Schedule E, Section I-B and Section II-A of the February 10, 1999 Agreement are modified by the Amendment.

Pursuant to the terms of the Amendment, Norfolk Southern Corporation hereby submits the October 17, 2000 Amendment to the Norfolk Southern Rail Corridor Safety

The Honorable Vernon A. Williams
October 17, 2000
Page 2

Agreement with the Ohio Rail Development Commission and the Public Utilities Commission of Ohio and respectfully requests on behalf of itself, the Ohio Rail Development Commission and the Public Utilities Commission of Ohio that the Board enter and approve the Amendment under Condition 51 to Appendix Q to Decision No. 89 for the purpose of amending the February 10, 1999 Agreement.

Respectfully submitted,



Constance A. Sadler
Counsel for Norfolk Southern Corporation

Enclosure

cc: Elaine K. Kaiser, Surface Transportation Board
James E. Seney, Ohio Rail Development Commission
Alfred P. Agler, Public Utilities Commission of Ohio
Bruno Maestri, Norfolk Southern Corporation
Susan J. Kirkland, Ohio Rail Development Commission

**AMENDMENT TO THE RAILROAD CORRIDOR SAFETY AGREEMENT
WITH NORFOLK SOUTHERN RAILWAY COMPANY, THE OHIO RAIL
DEVELOPMENT COMMISSION AND THE PUBLIC UTILITIES
COMMISSION OF OHIO**

This amendment (Amendment) to the Railroad Corridor Safety Agreement with Norfolk Southern Railway Company (NSR), the Ohio Rail Development Commission (ORDC) and the Public Utilities Commission of Ohio (PUCO) (collectively, the Parties) is entered into by and among NSR, the ORDC and PUCO and is intended to modify the Parties' February 10, 1999 Railroad Corridor Safety Agreement as described below.

RECITALS

WHEREAS, Section I-A of the February 10, 1999 Railroad Corridor Safety Agreement (Agreement) required, *inter alia*, that the feasibility of closing to vehicular traffic the public highway-railroad grade crossing located at York Street in Bellevue, Ohio, FRA ID 473667P, be determined;

WHEREAS, ORDC and PUCO have consulted with the responsible local authorities in the City of Bellevue, Ohio concerning closure of the York Street grade crossing;

WHEREAS, ORDC and PUCO have been informed by the responsible local authorities in Bellevue that the City requests closure of the York Street grade crossing to vehicular traffic;

WHEREAS, ORDC, NSR and the City of Bellevue have entered into a subsidy agreement dated August 22, 2000 which, *inter alia*, memorializes the consent by the City of Bellevue to the permanent closure of the York Street grade crossing and provides for a closure incentive payment to be made to the City of Bellevue by ORDC and NSR;

WHEREAS, Section I-B of the Agreement required, *inter alia*, that the circuitry of the public highway-railroad grade crossings located at Hopley Avenue in Bucyrus, Ohio, FRA ID 481561P (Hopley Avenue grade crossing) and at Kilbourne Road in Bellevue, Ohio, FRA ID 473668W (Kilbourne Road grade crossing) be evaluated and an assessment conducted of the potential use of four quadrant gates or median barriers at those grade crossings;

WHEREAS, Section II-A of the Agreement established, *inter alia*, a formula for cost allocation in the event that grade crossing upgrades were selected for installation at the Hopley Avenue and Kilbourne Road grade crossings;

WHEREAS, ORDC and PUCO have consulted with the responsible local authorities in the City of Bucyrus, Ohio concerning grade crossing safety improvements to the Hopley Avenue grade crossing;

WHEREAS, ORDC and PUCO have been informed by the responsible local authorities in Bucyrus that the City does not desire to have additional grade crossing safety improvements, including four quadrant gates, median barriers or alternative mitigation, installed at the Hopley Avenue grade crossing;

WHEREAS, ORDC and PUCO have also consulted with the responsible local authorities of the City of Bellevue concerning grade crossing safety improvements to the Kilbourne Road grade crossing;

WHEREAS, ORDC and PUCO have been informed by the responsible local authorities of Bellevue that the City would prefer that power switches be installed at the Kilbourne Road grade crossing in place of four quadrant gates or median barriers or other grade crossing improvements;

WHEREAS, ORDC, NSR and the City of Bellevue have entered into a subsidy agreement dated August 22, 2000 which, *inter alia*, memorializes the City of Bellevue's consent to the installation of three power switches in the NSR rail yard near the Kilbourne Road grade crossing in lieu of four quadrant gates or median barriers at that grade crossing and provides for the allocation between NSR and ORDC of the costs for installation of the three power switches;

WHEREAS, ORDC and PUCO do not object to these grade crossing improvement choices requested by the responsible local authorities for the York Street, Hopley Avenue and Kilbourne Road grade crossings;

NOW THEREFORE, NSR, ORDC and PUCO agree as follows:

I. YORK STREET, BELLEVUE, OHIO GRADE CROSSING

A. Selection Concerning Closure

The responsible local authorities of the City of Bellevue, Ohio have informed the ORDC and PUCO that the City desires that the York Street grade crossing in Bellevue be closed to vehicular traffic. As a result of that decision by the City, memorialized in an August 22, 2000 subsidy agreement among ORDC, NSR and the City of Bellevue pertaining to the York Street grade crossing in Bellevue, the Parties agree that the York Street grade crossing will be closed to vehicular traffic.

B. Modification of the Agreement

Section I-A of the Agreement is amended to remove the York Street grade crossing from the Schedule E list of grade crossings requiring a closure study.

II. HOPLEY AVENUE, BUCYRUS, OHIO GRADE CROSSING

A. Selection Concerning Four Quadrant Gates, Median Barriers or Alternative Safety Enhancements

The responsible local authorities in the City of Bucyrus, Ohio have informed the ORDC and PUCO that the City does not desire that four quadrant gates, median barriers or other grade crossing safety improvements be installed at Hopley Avenue in Bucyrus. As a result of that decision by the City, the Parties agree that no safety upgrades will be installed at the Hopley Avenue grade crossing.

B. Modification of the Agreement

Section I-B of the Agreement is amended to remove the Hopley Avenue grade crossing from the Section I-B list of grade crossings requiring evaluation of circuitry and assessment of the potential use of four quadrant gates or median barriers. In addition, Section II-A of the Agreement is amended to remove any allocation of costs to NSR for grade crossing upgrades at the Hopley Avenue grade crossing.

III. KILBOURNE STREET, BELLEVUE, OHIO GRADE CROSSING

A. Selection Concerning Four Quadrant Gates, Median Barriers or Alternative Safety Enhancements

The responsible local authorities in the City of Bellevue, Ohio have informed the ORDC and PUCO that, instead of four quadrant gates, median barriers or other safety enhancements, the City desires that power switches be installed at the Kilbourne Street grade crossing in Bellevue. As a result of that decision by the City, memorialized in an August 22, 2000 subsidy agreement among ORDC, NSR and the City of Bellevue pertaining to the Kilbourne Street grade crossing in Bellevue, the Parties agree that three power switches will be installed at the Kilbourne Street grade crossing in place of four quadrant gates, median barriers or other safety enhancements.

B. Modification of the Agreement

Section I-B of the Agreement is amended to remove Kilbourne Road from the list of grade crossings requiring evaluation of circuitry and assessment of the potential use of four quadrant gates or median barriers.

It is the intent of the Parties that NSR request that the Surface Transportation Board (STB) add this Amendment to the NSR Subsection of Environmental Condition 51 of Appendix Q, STB Decision No. 89, Finance Docket No. 33388 (Environmental Condition 51), for the purpose of amending the February 10, 1999 Railroad Corridor Safety Agreement added by the STB as a Negotiated Agreement to Environmental Condition 51 in its Decision No. 131.

This Amendment to the February 10, 1999 Railroad Corridor Safety Agreement may be executed in one or more counterparts, each of which shall be deemed to be a duplicate original, but all of which taken together shall be deemed to constitute a single Agreement. This Agreement shall become effective upon its adoption by the PUCO.

NORFOLK SOUTHERN RAILWAY
COMPANY

By

Bruno Maestri

(PRINT NAME)

PUBLIC UTILITIES COMMISSION
OF OHIO

By

ALBERT P. AGLER

(PRINT NAME)

Title VICE PRESIDENT, PUBLIC AFFAIRS

Date

10/17/2000

Title DIR. TRANS DEPT.

Date 9/27/00

OHIO RAIL DEVELOPMENT COMMISSION

By

JAMES E. BENEY

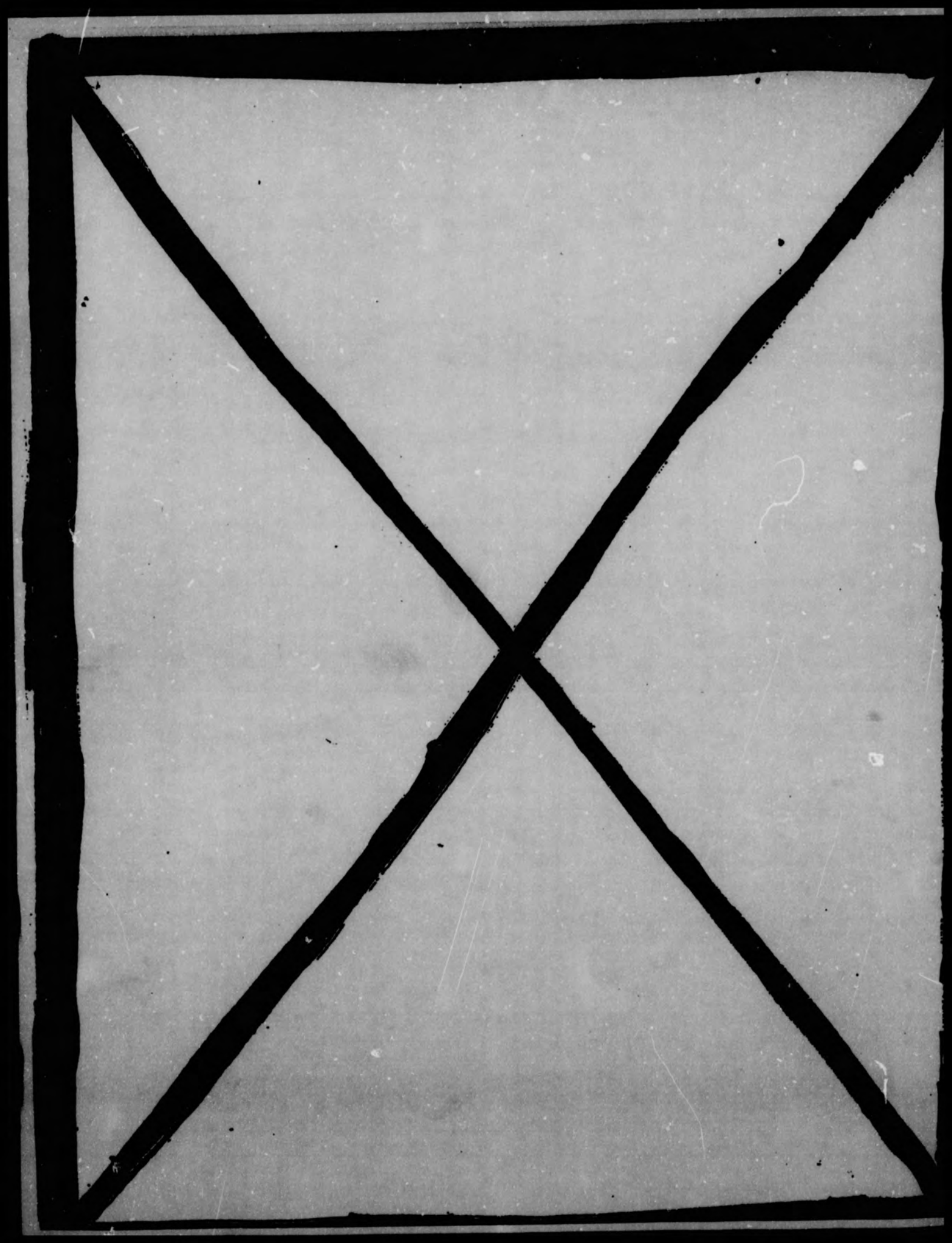
(PRINT NAME)

Title

EXECUTIVE DIRECTOR

Date

9.29.00



STB

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SURFACE TRANSPORTATION BOARD

Memorandum

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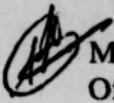


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OCT 20 2000
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DATE: October 12, 2000

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

FROM  Mel Clemens, Director
Office of Compliance and Enforcement



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

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

October 11, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, October 6th.

The report shows sustained operational performance levels, at or near the most positive since the Conrail acquisition. Cars on-line moved up slightly from 248,936 to 249,340. Overall train velocity remained at 19.7 miles-per-hour for the third week in a row. Terminal dwell increased slightly from 26.4 to 26.5 hours. The railroad is still in a healthy state in advance of the fall peak.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably by thirteen percentage points to 73%. The greater-than-six-hours-late category moved favorably by ten percentage points to 4%.

Yards and Terminals

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

Corridor Performance

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

Shared Areas

Daily average on hand cars decreased slightly at all three locations. Overall terminal dwell time was 23.4 hours, compared to 26.3 hours last week. For the week, there were a total of 63 trains delayed for CSXT and NS: 45 for crew, 6 for power, and 12 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 778 train starts, daily Train Delay totaled 120 hours for Power and 81 hours for Crew. Power delay was up slightly, and crew delay was down slightly from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 27.3% for the week, up from 25.4% reported last week.

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

Daily Number of Recrews Required: Of 1943 crew starts, 51 (3%) were recrews, up from 2% the prior week.

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

Locomotives: Gross Locomotives = 4200, Average Available = 3821, and Out-of-Service Ratio = 5.5%, up from 5.4% the prior week.

Cars Offered in Interchange: averaged 260 cars daily, of which 105 were allocated to Norfolk Southern. Daily average and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh -- Washington) and 91% for 90 MARC trains (West Virginia -- Washington). For the past nine weeks CSXT has had work gangs on the Keystone subdivision along this route. The work was done first on double-track sections, which affected train performance less than the recent single-track work. Although the Keystone work was finished on October 9th, work will continue on other sections of the route through the rest of year 2000. We do not expect significantly improved passenger train performance until the track work is complete.

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

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

Once again last week, CSXT met the majority of the service reliability goals established for the first seven weeks of the fall peak period. Targets were achieved for 12 of the 18 goals. We met the goals for cars on-line, train velocity (overall and merchandise), crew duty days, re-crews, crew delay hours, car dwell, right connection, on-time originations, 30-hour cars, locomotive setback hours, and leased locomotive out-of-service ratio. As reported last week, the overall health of the rail network is very good, with little evidence of stress as the annual fall surge in traffic begins.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 10/06/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	372	461	309	470	376
	Cars On Hand - Empty	258	372	237	340	429
	Cars On Hand - Total	630	833	546	810	805
	Cars Handled	137	103	292	701	582
	Dwell Hours	32.7	28.9	21.5	27.3	31.0
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	242	239	260	201	279
	Cars On Hand - Empty	320	306	274	393	372
	Cars On Hand - Total	562	545	534	594	651
	Cars Handled	291	156	376	437	574
	Dwell Hours	46.1	22.1	11.8	20.9	17.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	176	189	138	233	168
	Cars On Hand - Empty	123	191	49	123	149
	Cars On Hand - Total	299	380	187	356	317
	Cars Handled	165	128	234	502	292
	Dwell Hours	17.1	17.7	11.9	22.2	20.4

CSX Comments: Daily average on hand cars decreased slightly at all three locations.
Overall terminal dwell time was 23.4 hours, down from 26.3 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00
North Jersey SAA	Number of Originations	9	12	15	16	12
	% Ontime	11%	17%	20%	13%	17%
	% Late 0-2 Hours	44%	25%	20%	44%	8%
	% Late 2-4 Hours	11%	25%	27%	19%	8%
	% Late 4-6 Hours	11%	8%	7%	19%	25%
	% Late GT 6 Hours	22%	25%	27%	6%	42%
South Jersey SAA	Number of Originations	3	6	7	7	7
	% Ontime	100%	67%	29%	43%	71%
	% Late 0-2 Hours	0%	0%	14%	29%	0%
	% Late 2-4 Hours	0%	0%	14%	14%	14%
	% Late 4-6 Hours	0%	17%	43%	0%	0%
	% Late GT 6 Hours	0%	17%	0%	14%	14%
Detroit SAA	Number of Originations	5	6	7	6	7
	% Ontime	40%	17%	29%	33%	57%
	% Late 0-2 Hours	60%	67%	43%	67%	43%
	% Late 2-4 Hours	0%	17%	14%	0%	0%
	% Late 4-6 Hours	0%	0%	14%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 63 trains. Crew delays were 45 trains for 223 hours; power 6 trains for 43 hours; originating trains 12 for 50 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00	Average
Cars Offered	NS	124	89	61	61	61	79
	All Other	97	146	31	22	13	62
	Total	221	235	92	83	74	141

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	0%	100%	50%	60%
MARC	Trains	18	18	16	18	18	88
	% On Time	100%	100%	56%	100%	100%	91%

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	09/30/00	10/01/00	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00	Total
Baltimore	Train Crew Starts	22	13	14	19	19	17	21	125
	Crews Delayed +2 Hours	12	5	5	3	8	7	10	50
	% Delayed +2 Hours	55%	38%	6%	16%	42%	41%	48%	40%
Buffalo	Train Crew Starts	48	37	31	36	36	39	42	269
	Crews Delayed +2 Hours	7	4	3	4	7	6	10	41
	% Delayed +2 Hours	15%	11%	10%	11%	19%	15%	24%	15%
Chicago	Train Crew Starts	24	24	23	25	21	23	22	162
	Crews Delayed +2 Hours	11	9	8	8	4	6	12	58
	% Delayed +2 Hours	46%	38%	35%	32%	19%	26%	55%	36%
Cincinnati	Train Crew Starts	39	38	38	39	35	29	37	255
	Crews Delayed +2 Hours	3	0	4	4	4	2	2	19
	% Delayed +2 Hours	8%	0%	11%	10%	11%	7%	5%	7%
Cleveland	Train Crew Starts	30	27	25	20	27	26	29	184
	Crews Delayed +2 Hours	11	10	10	10	12	13	13	79
	% Delayed +2 Hours	37%	37%	40%	50%	44%	50%	45%	43%
Cumberland	Train Crew Starts	31	38	38	31	36	36	29	239
	Crews Delayed +2 Hours	11	11	7	3	1	11	2	46
	% Delayed +2 Hours	35%	29%	18%	10%	3%	31%	7%	19%
Detroit	Train Crew Starts	7	5	4	7	6	7	6	42
	Crews Delayed +2 Hours	2	1	1	1	2	4	1	12
	% Delayed +2 Hours	29%	20%	25%	14%	33%	57%	17%	29%
Philadelphia	Train Crew Starts	12	14	10	10	14	14	14	88
	Crews Delayed +2 Hours	4	3	1	1	2	2	3	16
	% Delayed +2 Hours	33%	21%	10%	10%	14%	14%	21%	18%
Selkirk	Train Crew Starts	42	36	28	44	41	40	44	275
	Crews Delayed +2 Hours	13	8	9	7	13	10	12	72
	% Delayed +2 Hours	31%	22%	32%	16%	32%	25%	27%	26%
Toledo	Train Crew Starts	34	30	25	29	30	30	34	212
	Crews Delayed +2 Hours	6	4	3	8	12	9	15	57
	% Delayed +2 Hours	18%	13%	12%	28%	40%	30%	44%	27%
Willard	Train Crew Starts	40	40	40	47	41	41	43	292
	Crews Delayed +2 Hours	7	18	14	11	24	19	18	111
	% Delayed +2 Hours	18%	45%	35%	23%	59%	46%	42%	38%

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	09/30/00	10/01/00	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00	Total
Train Delay	Originating Train Starts	114	112	101	109	111	115	116	778
	Delayed Hours - Power	17	1	5	32	6	36	23	120
	Delayed Hours - Crews	17	38	11	1	6	3	5	81

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	09/30/00	10/01/00	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00	Average
Crew Availability	% Available	80%	78%	81%	83%	84%	83%	82%	82%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	09/30/00	10/01/00	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00	Total
Crews/Recrews	Train Crew Starts	290	272	240	281	286	285	289	1943
	Recrews	4	7	3	8	10	10	9	51
	% Recrewed	1%	3%	1%	3%	3%	4%	3%	3%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	09/30/00	10/01/00	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00	Average

Locomotives	Gross Fleet Size	4198	4188	4211	4223	4209	4195	4177	4200
	Avg. Number Available	3819	3817	3856	3836	3814	3806	3801	3821
	OOS Ratio	5.5	5.5	5.6	5.4	5.6	5.8	5.3	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	09/30/00	10/01/00	10/02/00	10/03/00	10/04/00	10/05/00	10/06/00	Average

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

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

George A. Aspatore
General Solicitor

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

October 11, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending October 6, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.
October 11, 2000
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

October 11, 2000

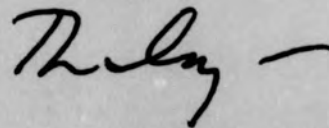
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

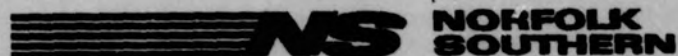
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 52 trains were held for terminal congestion, 25 trains were held for crews, and 12 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased slightly at North Yard, Oak Island, and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week: 45 trains were delayed 223 hours for lack of crews and 6 trains were delayed for 43 hours awaiting power. Twelve originating trains were delayed a total of 50 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,

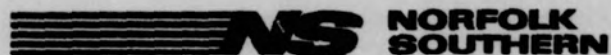




For the week ending 10/6/00

Shared Asset Area - Yard Performance

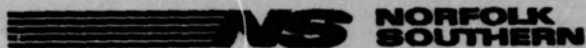
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	10/2/00	850	123	176	299	165	17.1
	10/3/00	850	191	189	380	128	17.7
	10/4/00	850	49	138	187	234	11.9
	10/5/00	850	123	233	356	502	22.2
	10/6/00	850	149	168	317	292	20.4
North Yard MI Average		850	127	181	308	264	18.9
Oak Island NJ	10/2/00	1200	258	372	630	137	32.7
	10/3/00	1200	372	461	833	103	28.9
	10/4/00	1200	237	309	546	292	21.5
	10/5/00	1200	340	470	810	701	27.3
	10/6/00	1200	429	376	805	582	31.0
Oak Island NJ Average		1200	327	398	725	363	28.1
Pavonia NJ	10/2/00	900	320	242	562	291	46.1
	10/3/00	900	306	239	545	156	22.1
	10/4/00	900	274	260	534	376	11.8
	10/5/00	900	393	201	594	437	20.9
	10/6/00	900	372	279	651	574	17.4
Pavonia Average		900	333	244	577	367	22.0



For the week ending 10/6/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	2-Oct	5	40%	60%	0%	0%	0%
	3-Oct	6	17%	67%	17%	0%	0%
	4-Oct	7	29%	43%	14%	14%	0%
	5-Oct	6	33%	67%	0%	0%	0%
	6-Oct	7	57%	43%	0%	0%	0%
Detroit Total		31	35%	55%	6%	3%	0%
North Jersey Total	2-Oct	9	11%	44%	11%	11%	22%
	3-Oct	12	17%	25%	25%	8%	25%
	4-Oct	15	20%	20%	27%	7%	27%
	5-Oct	16	13%	44%	19%	19%	6%
	6-Oct	12	17%	8%	8%	25%	42%
North Jersey Total		64	16%	28%	19%	14%	23%
South Jersey Total	2-Oct	3	100%	0%	0%	0%	0%
	3-Oct	6	67%	0%	0%	17%	17%
	4-Oct	7	29%	14%	14%	43%	0%
	5-Oct	7	43%	29%	14%	0%	14%
	6-Oct	7	71%	0%	14%	0%	14%
South Jersey Total		30	57%	10%	10%	13%	10%
Grand Total		125	30%	30%	14%	11%	14%

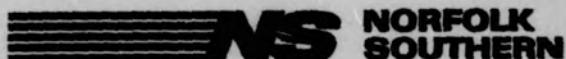


For the week ending 10/6/00

Shared Asset Area Trains Held

area	Sat 30-Sep	Sun 01-Oct	Mon 02-Oct	Tue 03-Oct	Wed 04-Oct	Thu 05-Oct	Fri 06-Oct	Grand Total
North Jersey	3	7	4	3	3	6	9	35
South Jersey	5	2	5	1	2	1	3	19
Detroit	2	1	1	2	1	1	1	9

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	4	0	33	28	29	94
Total	4	0	33	28	29	94

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

NS Northern Region Train Starts and Delays

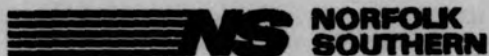
	Saturday 30-Sep	Sunday 1-Oct	Monday 2-Oct	Tuesday 3-Oct	Wednesday 4-Oct	Thursday 5-Oct	Friday 6-Oct	Grand Total
# of Train Starts	253	227	232	242	188	192	242	1576
Delay Cause								
Crew Delays (hrs)	16.5	16.3	0.0	0.0	8.8	0.3	0.0	41.8
Power Delays (hrs)	0.0	4.8	9.6	4.8	0.0	7.3	8.5	34.9

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 30-Sep	Sunday 1-Oct	Monday 2-Oct	Tuesday 3-Oct	Wednesday 4-Oct	Thursday 5-Oct	Friday 6-Oct	average
Fleet Size	3527	3520	3502	3529	3496	3484	3486	3506
available	3354	3329	3322	3352	3322	3315	3317	3330
out of service %	4.9%	5.4%	5.1%	5.0%	5.0%	4.9%	4.8%	5.0%

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



NS Crew Starts and Delays

		Saturday 30-Sep	Sunday 1-Oct	Monday 2-Oct	Tuesday 3-Oct	Wednesday 4-Oct	Thursday 5-Oct	Friday 6-Oct	Grand Total
Allentown	crew starts	13	13	16	15	14	16	16	103
	crews delayed	5	6	4	4	5	2	2	28
Bellevue	crew starts	43	43	41	49	47	46	48	317
	crews delayed	20	11	15	18	21	16	18	119
Buffalo	crew starts	26	22	21	28	29	28	24	178
	crews delayed	6	5	2	4	10	8	4	39
Chicago	crew starts	36	36	33	40	36	38	39	258
	crews delayed	18	20	16	20	19	14	13	120
Cincinnati	crew starts	38	45	36	37	55	36	43	290
	crews delayed	8	8	7	7	7	5	17	59
Cleveland	crew starts	13	17	15	17	16	20	21	119
	crews delayed	5	7	4	9	8	9	7	49
Conway	crew starts	60	49	50	58	57	60	58	392
	crews delayed	15	8	9	19	10	15	16	92
Detroit	crew starts	21	16	21	21	20	22	22	143
	crews delayed	4	5	9	6	9	8	5	46
Elkhart	crew starts	39	40	37	44	42	39	38	279
	crews delayed	11	12	10	17	18	14	16	98
Harrisburg	crew starts	57	52	49	59	60	65	64	406
	crews delayed	21	14	17	20	27	25	26	150
Toledo	crew starts	60	57	59	54	58	58	65	411
	crews delayed	11	13	9	15	15	13	17	93

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 30-Sep	Sunday 1-Oct	Monday 2-Oct	Tuesday 3-Oct	Wednesday 4-Oct	Thursday 5-Oct	Friday 6-Oct	average
availability%	77%	75%	79%	83%	83%	83%	81%	80%

Notes:

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

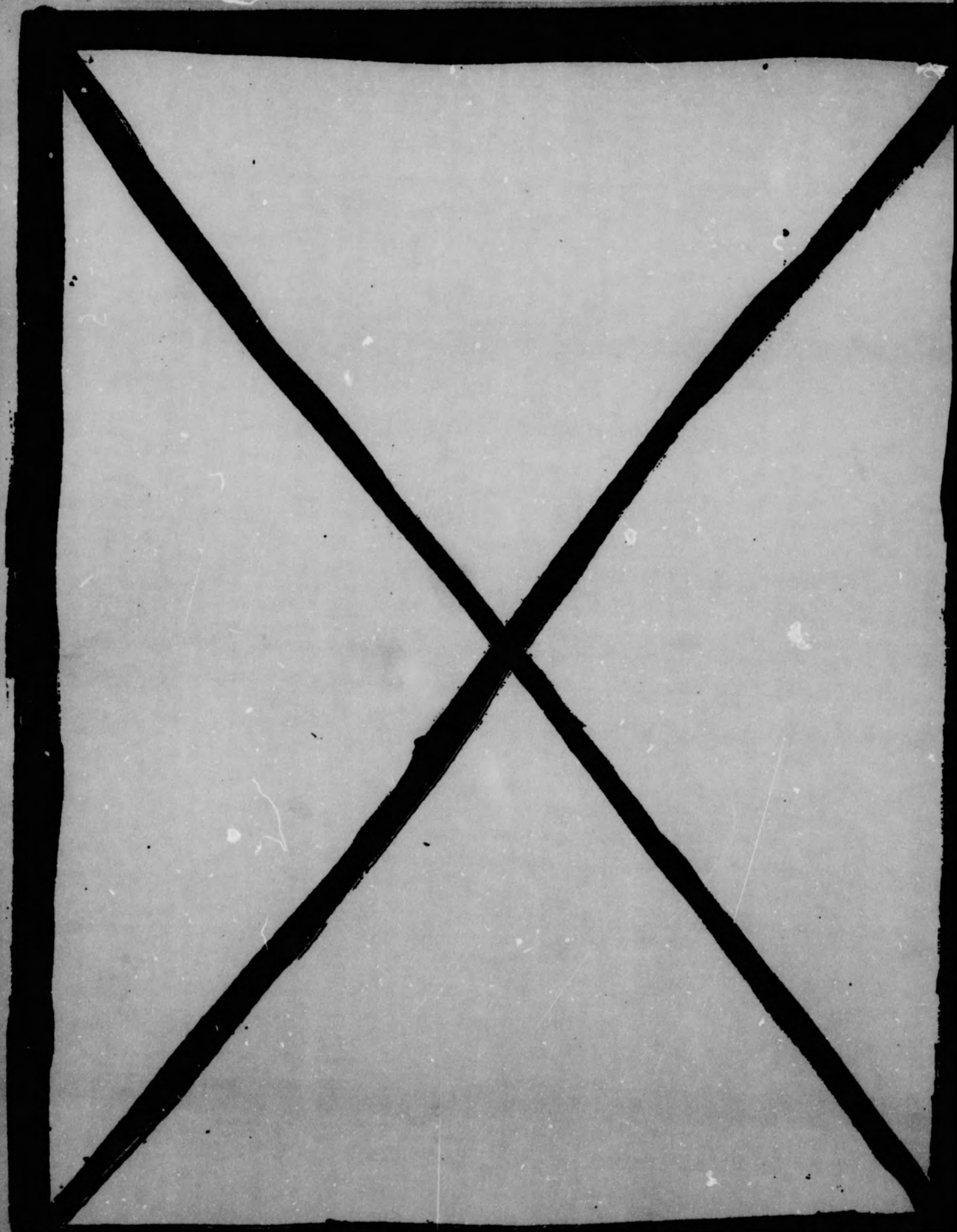
NS Northern Region Crew Starts and Recrews

	Saturday 30-Sep	Sunday 1-Oct	Monday 2-Oct	Tuesday 3-Oct	Wednesday 4-Oct	Thursday 5-Oct	Friday 6-Oct	Grand Total
crew starts	338	303	299	349	342	346	358	2333
recrews	6	7	10	5	10	12	6	56

Notes:

A summary of trains ordered by field transportation using relief crew (recrew) train symbol

Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service



STB

FD-33388

10-5-00

D

199917

SURFACE TRANSPORTATION BOARD

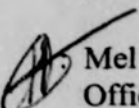
Memorandum

199917



DATE: October 5, 2000

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

FROM :  Mel Clemens, Director
Office of Compliance and Enforcement

ENTERED
Office of the Secretary

OCT - 6 2000

Part of
Public Record



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

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

October 4, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, September 29th.

Railroad performance improved slightly last week over the prior week. Cars on-line moved down from 249,590 to 248,936. Overall train velocity remained flat at 19.7 miles-per-hour. Terminal dwell improved slightly from 26.9 to 26.4 hours. The railroad is still in a healthy state in advance of the fall peak.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably by ten percentage points to 60%. The greater-than-six-hours-late category moved unfavorably by four percentage points as well to 14%. Reliability of this gateway depends on a regular flow of cars in both directions. During the reporting week, there was a slight bunching in the flow (both eastbound and westbound) that affected Chicago interchange.

Yards and Terminals

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

Corridor Performance

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

Shared Areas

Daily average on hand cars decreased slightly at Oak Island and Detroit North Yard, while increasing at Pavonia. Overall terminal dwell time was 26.3 hours, compared to 24.2 hours last week. For the week, there were a total of 73 trains delayed for CSXT and NS: 46 for crew, 9 for power, and 18 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 775 train starts, daily Train Delay totaled 118 hours for Power and 84 hours for Crew. Delays for both Crew and Power were down from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 25.4% for the week, up from 24.6% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 82%, up from 81% the prior week.

Daily Number of Recrews Required: Of 1886 crew starts, 41 (2%) were recrews, same as the prior week.

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

Locomotives: Gross Locomotives = 4172, Average Available = 3779, and Out-of-Service Ratio = 5.4%, same as the prior week.

Cars Offered in Interchange: averaged 260 cars daily, of which 105 were allocated to Norfolk Southern. Daily average and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 91% for 90 MARC trains (West Virginia – Washington). For the past eight weeks CSXT has had work gangs on the Keystone subdivision along this route. The work was done first on double-track sections, which affected train performance less than the recent single-track work. Although the Keystone work will be finished on October 9th, work will continue on other sections of the route through the rest of year 2000. We do not expect significantly improved passenger train performance until the track work is complete.

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

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

Once again last week, CSXT met the majority of the service reliability goals established for the first seven weeks of the fall peak period. Targets were achieved for 13 of the 18 goals. We met the goals for cars on-line, train velocity (overall and merchandise), crew duty days, re-crews, crew delay hours, car dwell, right connection, on-time originations, 30-hour cars, locomotive setback hours, leased locomotive out-of-service ratio, and locomotive terminal dwell. As reported last week, the overall health of the rail network is very good, with little evidence of stress as the annual fall surge in traffic begins.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 09/29/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	404	470	397	379	450
	Cars On Hand - Empty	380	535	371	478	382
	Cars On Hand - Total	784	1005	768	857	832
	Cars Handled	405	634	548	669	676
	Dwell Hours	41.6	33.2	33.1	28.9	28.1
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	205	304	305	316	335
	Cars On Hand - Empty	197	293	363	395	451
	Cars On Hand - Total	402	597	668	711	786
	Cars Handled	367	452	477	544	475
	Dwell Hours	32.0	21.2	21.6	21.5	23.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	92	150	305	276	201
	Cars On Hand - Empty	64	81	103	110	133
	Cars On Hand - Total	156	231	408	386	334
	Cars Handled	186	190	343	411	242
	Dwell Hours	12.2	25.1	17.2	17.8	19.9

CSX Comments: Daily average on hand cars decreased slightly at Oak Island and Detroit North Yard, while increasing at Pavonia. Overall terminal dwell time was 26.3 hours, up from 24.2 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00
North Jersey SAA	Number of Originations	7	14	14	17	14
	% Ontime	29%	0%	29%	29%	14%
	% Late 0-2 Hours	57%	36%	21%	24%	29%
	% Late 2-4 Hours	0%	29%	21%	18%	7%
	% Late 4-6 Hours	14%	14%	7%	12%	7%
	% Late GT 6 Hours	0%	21%	21%	18%	43%
South Jersey SAA	Number of Originations	2	5	5	5	5
	% Ontime	50%	20%	20%	0%	20%
	% Late 0-2 Hours	0%	40%	20%	40%	0%
	% Late 2-4 Hours	0%	20%	40%	20%	40%
	% Late 4-6 Hours	0%	0%	0%	40%	20%
	% Late GT 6 Hours	0%	20%	20%	0%	20%
Detroit SAA	Number of Originations	2	6	6	6	7
	% Ontime	0%	17%	50%	50%	43%
	% Late 0-2 Hours	50%	83%	33%	33%	57%
	% Late 2-4 Hours	50%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	17%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	17%	0%

CSX Comments: Total road train delays were 73 trains. Crew delays were 46 trains for 309 hours; power 9 trains for 54 hours; originating trains 18 for 133 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00	Average
Cars Offered	NS	59	141	194	66	63	105
	All Other	214	147	206	187	25	156
	Total	273	288	400	253	88	260

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	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	50%	0%	50%	50%	30%
MARC	Trains	18	18	18	18	18	90
	% On Time	94%	67%	100%	100%	94%	91%

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	09/23/00	09/24/00	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00	Total
Baltimore	Train Crew Starts	18	16	19	16	17	18	19	123
	Crews Delayed +2 Hours	12	4	12	9	8	6	7	58
	% Delayed +2 Hours	67%	25%	63%	56%	47%	33%	37%	47%
Buffalo	Train Crew Starts	36	43	30	41	44	37	40	271
	Crews Delayed +2 Hours	10	6	5	4	9	5	13	52
	% Delayed +2 Hours	28%	14%	17%	10%	20%	14%	33%	19%
Chicago	Train Crew Starts	27	27	26	23	24	23	30	180
	Crews Delayed +2 Hours	9	12	6	5	7	6	11	56
	% Delayed +2 Hours	33%	44%	23%	22%	29%	26%	37%	31%
Cincinnati	Train Crew Starts	37	43	35	34	39	37	33	258
	Crews Delayed +2 Hours	3	4	2	2	1	3	2	17
	% Delayed +2 Hours	8%	9%	6%	6%	3%	8%	6%	7%
Cleveland	Train Crew Starts	23	30	22	30	25	26	29	185
	Crews Delayed +2 Hours	13	15	8	6	7	9	13	71
	% Delayed +2 Hours	57%	50%	36%	20%	28%	35%	45%	38%
Cumberland	Train Crew Starts	31	32	34	28	31	33	34	223
	Crews Delayed +2 Hours	2	1	3	5	7	2	4	24
	% Delayed +2 Hours	6%	3%	9%	18%	23%	6%	12%	11%
Detroit	Train Crew Starts	6	5	5	6	7	6	7	42
	Crews Delayed +2 Hours	1	1	2	2	2	1	3	12
	% Delayed +2 Hours	17%	20%	40%	33%	29%	17%	43%	29%
Philadelphia	Train Crew Starts	11	11	7	7	16	13	12	77
	Crews Delayed +2 Hours	3	2	3	3	5	2	5	23
	% Delayed +2 Hours	27%	18%	43%	43%	31%	15%	42%	30%
Selkirk	Train Crew Starts	37	33	30	36	39	41	40	256
	Crews Delayed +2 Hours	8	7	12	9	12	8	11	67
	% Delayed +2 Hours	22%	21%	40%	25%	31%	20%	28%	26%
Toledo	Train Crew Starts	31	31	28	26	27	32	29	204
	Crews Delayed +2 Hours	4	4	5	10	6	11	13	53
	% Delayed +2 Hours	13%	13%	18%	38%	22%	34%	45%	26%
Willard	Train Crew Starts	41	41	38	36	47	47	35	285
	Crews Delayed +2 Hours	16	8	7	12	8	7	6	64
	% Delayed +2 Hours	39%	20%	18%	33%	17%	15%	17%	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	09/23/00	09/24/00	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00	Total
Train Delay	Originating Train Starts	107	107	99	109	115	120	118	775
	Delayed Hours - Power	15	5	5	10	24	6	53	118
	Delayed Hours - Crews	18	12	23	11	8	6	6	84

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	09/23/00	09/24/00	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00	Average
Crew Availability	% Available	81%	80%	81%	82%	84%	84%	83%	82%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	09/23/00	09/24/00	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00	Total
Crews/Recrews	Train Crew Starts	275	251	232	280	291	275	282	1886
	Recrews	12	4	4	5	4	5	7	41
	% Recrewed	4%	2%	2%	2%	1%	2%	2%	2%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	09/23/00	09/24/00	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00	Average

Locomotives	Gross Fleet Size	4161	4188	4173	4174	4165	4156	4190	4172
	Avg. Number Available	3772	3820	3793	3803	3819	3782	3804	3799
	OOS Ratio	5.2	5.2	5.9	5.6	5.3	5.3	5.5	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	09/23/00	09/24/00	09/25/00	09/26/00	09/27/00	09/28/00	09/29/00	Average

Train Delay	Philadelphia/South Jersey	2	1	2	2	7	3	2	3
	North Jersey	4	9	5	3	8	7	8	6
	Detroit	1	1	1	2	1	1	3	1

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

George A. Aspatore
General Solicitor

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

October 4, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending September 29, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.

October 4, 2000

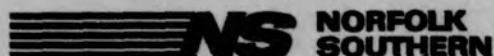
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures



NS Crew Starts and Delays

		Saturday 23-Sep	Sunday 24-Sep	Monday 25-Sep	Tuesday 26-Sep	Wednesday 27-Sep	Thursday 28-Sep	Friday 29-Sep	Grand Total
Allentown	crew starts	14	15	13	18	16	18	13	107
	crews delayed	6	6	3	8	3	2	4	32
Bellevue	crew starts	43	45	41	49	45	53	37	313
	crews delayed	22	15	16	23	17	29	18	140
Buffalo	crew starts	27	23	26	27	30	25	26	184
	crews delayed	5	4	6	6	4	4	2	31
Chicago	crew starts	59	37	34	35	41	36	36	278
	crews delayed	17	12	10	21	19	24	14	117
Cincinnati	crew starts	39	44	36	35	36	42	37	269
	crews delayed	4	5	9	9	4	14	5	50
Cleveland	crew starts	16	17	16	18	20	17	20	124
	crews delayed	8	13	4	12	3	11	10	61
Conway	crew starts	59	51	50	57	61	65	57	400
	crews delayed	4	10	17	22	23	20	11	117
Detroit	crew starts	16	17	20	23	20	23	23	142
	crews delayed	4	8	5	11	3	15	8	54
Elkhart	crew starts	36	36	42	35	37	40	34	260
	crews delayed	6	15	12	22	14	13	11	93
Harrisburg	crew starts	57	52	45	68	64	59	70	415
	crews delayed	31	24	16	43	33	30	20	197
Toledo	crew starts	53	53	42	52	64	57	61	382
	crews delayed	10	11	11	12	16	19	18	97

Notes:

Data source is T&E employees' "End of Trip" reporting

A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.

Includes all trains for location, whether originating or run-through.

A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 23-Sep	Sunday 24-Sep	Monday 25-Sep	Tuesday 26-Sep	Wednesday 27-Sep	Thursday 28-Sep	Friday 29-Sep	average
availability%	77%	76%	80%	82%	81%	81%	80%	80%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 23-Sep	Sunday 24-Sep	Monday 25-Sep	Tuesday 26-Sep	Wednesday 27-Sep	Thursday 28-Sep	Friday 29-Sep	Grand Total
crew starts	332	309	276	343	364	352	356	2332
recrews	9	11	2	6	15	7	7	57

Notes:

A summary of trains ordered by field transportation using relief crew (recrew) train symbol

Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service

October 4, 2000

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

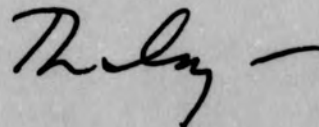
Dear Mr. Clemens:

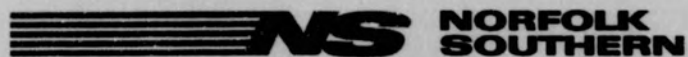
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased and the average train speed increased, while the average terminal dwell increased slightly. On the monitored corridors and Chicago gateway operations, 46 trains were held for terminal congestion, 25 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 decreased slightly at North Yard and Oak Island, while increasing at Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power increased from the prior week: 46 trains were delayed 309 hours for lack of crews and 9 trains were delayed for 54 hours awaiting power. Eighteen originating trains were delayed a total of 133 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 67% of the delay hours reported in the SAAs.

Sincerely,

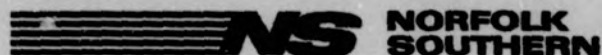




For the week ending 9/29/00

Shared Asset Area - Yard Performance

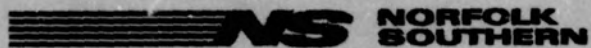
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	9/25/00	850	64	92	156	186	12.2
	9/26/00	850	81	150	231	190	25.1
	9/27/00	850	103	305	408	343	17.2
	9/28/00	850	110	276	386	411	17.8
	9/29/00	850	133	201	334	242	19.9
North Yard MI Average		850	98	205	303	274	18.3
Oak Island NJ	9/25/00	1200	380	404	784	405	41.6
	9/26/00	1200	535	470	1005	634	33.2
	9/27/00	1200	371	397	768	548	33.1
	9/28/00	1200	478	379	857	669	28.9
	9/29/00	1200	382	450	832	676	28.1
Oak Island NJ Average		1200	429	420	849	586	32.2
Pavonia NJ	9/25/00	900	197	205	402	367	32.0
	9/26/00	900	293	304	597	452	21.2
	9/27/00	900	363	305	668	477	21.6
	9/28/00	900	395	316	711	544	21.5
	9/29/00	900	451	335	786	475	23.9
Pavonia Average		900	340	293	633	463	23.6



For the week ending 9/29/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	25-Sep	2	0%	50%	50%	0%	0%
	26-Sep	6	17%	83%	0%	0%	0%
	27-Sep	6	50%	33%	0%	17%	0%
	28-Sep	6	50%	33%	0%	0%	17%
	29-Sep	7	43%	57%	0%	0%	0%
Detroit Total		27	37%	52%	4%	4%	4%
North Jersey Total	25-Sep	7	29%	57%	0%	14%	0%
	26-Sep	14	0%	36%	29%	14%	21%
	27-Sep	14	29%	21%	21%	7%	21%
	28-Sep	17	29%	24%	18%	12%	18%
	29-Sep	14	14%	29%	7%	7%	43%
North Jersey Total		66	20%	30%	17%	11%	23%
South Jersey Total	25-Sep	2	50%	0%	0%	0%	50%
	26-Sep	5	20%	40%	20%	0%	20%
	27-Sep	5	20%	20%	40%	0%	20%
	28-Sep	5	0%	40%	20%	40%	0%
	29-Sep	5	20%	0%	40%	20%	20%
South Jersey Total		22	18%	23%	27%	14%	18%
Grand Total		115	23%	34%	16%	10%	17%

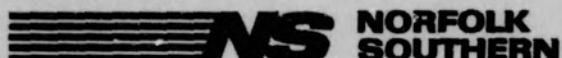


For the week ending 9/29/00

Shared Asset Area Trains Held

area	Sat 23-Sep	Sun 24-Sep	Mon 25-Sep	Tue 26-Sep	Wed 27-Sep	Thu 28-Sep	Fri 29-Sep	Grand Total
North Jersey	4	9	5	3	8	7	8	44
South Jersey	2	1	2	2	7	3	2	19
Detroit	1	1	1	2	1	1	3	10

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	4	52	23	40	6	125
Total	4	52	23	40	6	125

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

NS Northern Region Train Starts and Delays

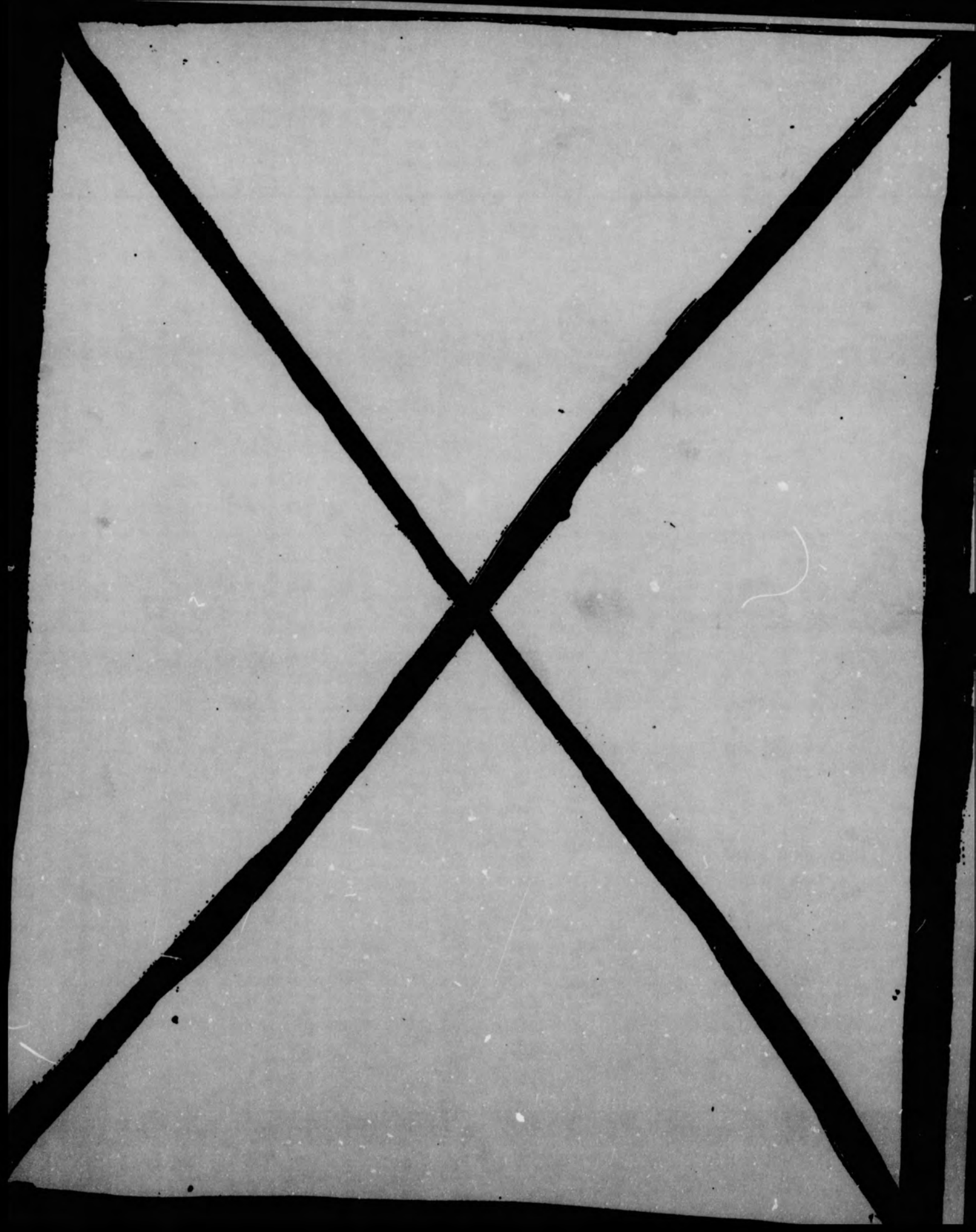
	Saturday 23-Sep	Sunday 24-Sep	Monday 25-Sep	Tuesday 26-Sep	Wednesday 27-Sep	Thursday 28-Sep	Friday 29-Sep	Grand Total
# of Train Starts	254	219	253	247	254	196	187	1610
Delay Cause								
Crew Delays (hrs)	0.3	4.0	0.6	0.0	4.9	0.0	0.0	9.8
Power Delays (hrs)	8.0	7.3	14.2	0.0	0.0	0.0	0.0	29.4

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 23-Sep	Sunday 24-Sep	Monday 25-Sep	Tuesday 26-Sep	Wednesday 27-Sep	Thursday 28-Sep	Friday 29-Sep	average
Fleet Size	3588	3558	3540	3529	3481	3463	3477	3519
available	3436	3375	3335	3339	3284	3297	3298	3338
out of service %	4.2%	5.1%	5.8%	5.4%	5.7%	4.8%	5.1%	5.2%

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





STB

FD-33388

10-4-00

D

199892

199892

SIDLEY & AUSTIN
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

CHICAGO
DALLAS
LOS ANGELES
NEW YORK
SEATTLE

1722 EYE STREET, N.W.
WASHINGTON, D.C. 20006
TELEPHONE 202 736 8000
FACSIMILE 202 736 8711

HONG KONG
LONDON
SHANGHAI
SINGAPORE
TOKYO

FOUNDED 1866

WRITER'S DIRECT NUMBER
(202) 736-8071

ENTERED
Office of the Secretary

OCT 04 2000
Part of
Public Record

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

October 4, 2000

BY 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



Re: *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company -- Control and Operating Leases/Agreements -- Conrail Inc. and Consolidated Rail Corporation, Finance Docket No. 33388: Amendment to the April 9, 1998 Memorandum of Understanding Between the City of Erie, Pennsylvania and Norfolk Southern ("April 9, 1998 MOU")*

Dear Secretary Williams:

On behalf of Norfolk Southern Corporation, I submit the enclosed letter agreement dated June 9, 2000 between Norfolk Southern and the City of Erie, Pennsylvania. The June 9, 2000 letter agreement ("Amendment to the April 9, 1998 MOU") modifies certain paragraphs of the April 9, 1998 MOU signed by Norfolk Southern and the City of Erie and approved and entered by the Surface Transportation Board as a Negotiated Agreement under Condition 51 of Appendix Q to Decision No. 89 in the above-referenced docket.

Specifically, the Amendment to the April 9, 1998 MOU replaces Paragraph 1, replaces the milestones contained in Paragraph 3, deletes Paragraph 4 and replaces Paragraph 5 and Paragraph 9 of the April 9, 1998 MOU.

We respectfully request that the Board approve and enter this Amendment to the April 9, 1998 MOU as a Negotiated Agreement under Condition 51 of Appendix Q to Decision No. 89 in Docket No. 33388 for the purpose of modifying the April 9, 1998 MOU between the

SIDLEY & AUSTIN

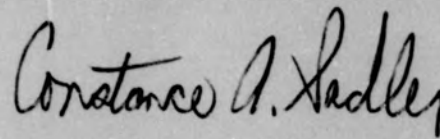
WASHINGTON, D.C.

The Honorable Vernon A. Williams
October 4, 2000
Page 2

City of Erie, Pennsylvania and Norfolk Southern. This Negotiated Agreement is submitted to the Board with the concurrence of the City of Erie, Pennsylvania.

Thank you for your assistance in this matter. Please contact me at (202)736-8071 should you have any questions.

Respectfully yours,

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

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

cc: Elaine K. Kaiser
Honorable Joyce Savocchio
Bruno Maestri

Norfolk Southern Corporation

Corporate Affairs Department
2001 Market Street
Philadelphia, PA 19101

H. Craig Lewis

Vice President
(215) 209-4284
(215) 209-4286 [fax]

The Honorable Joyce Savocchio
Mayor, City of Erie
502 Municipal Building
626 State Street
Erie, PA 16501-1128

June 9, 2000

Dear Mayor Savocchio:

In the two years that have passed since we reached our April 9, 1998 Memorandum of Understanding (MOU), Norfolk Southern (NS) has worked diligently to satisfy the terms of the MOU. Situations developed subsequent to the MOU that impeded our efforts to begin the 19th Street Track Relocation Project as originally planned. NS is grateful for your patience and assistance in this effort, and commends the time and energy you and your staff have devoted to seeing the 19th Street Track Relocation Project become a reality. Your commitment to this project demonstrates your continued dedication to the residents of Erie.

Because several paragraphs of the MOU have been impacted by the delay in the 19th Street Track Relocation Project, it is appropriate to revise the April 9, 1998 MOU to reflect the impact that the events of the past two years have had on the project. To that end, the City of Erie and NS agree to the following modifications of Paragraphs 1, 3, 4, 5 and 9 of the April 9, 1998 MOU:

1. Paragraph 1 of the April 9, 1998 MOU is **replaced** with the following:

"NS agrees to build a bypass and relocate all train traffic from 19th Street in accordance with the schedule set forth below."

2. The milestones defined in Paragraph 3 of the April 9, 1998 MOU are **replaced** with the following:

- | | |
|--------------|---|
| • 6/1/2000* | Notice to proceed with construction. |
| • 8/1/2000* | 25% completion of bypass. |
| • 1/1/2001* | 50% completion of bypass. |
| • 7/1/2001* | 75% completion of bypass. |
| • 10/1/2001* | Bypass completed. Trains removed from 19 th Street.
Reconstruction of 19 th Street begins. |

* These dates are good faith estimates of the time required by NS to perform the work once the project begins. Some of the work is to be

performed on CSXT's right-of-way, and NS expects soon to receive final clearance to proceed from CSXT that will allow the work to progress without undue delay. Completion of the project in accordance with this schedule assumes no significant delay in receiving final approval to work on CSXT's right-of-way.

3. Paragraph 4 of the April 9, 1998 MOU is **deleted**.
4. Paragraph 5 of the April 9, 1998 MOU is **replaced** with the following:

"Upon completion of the bypass and relocation of train traffic from 19th Street, NS and the City of Erie agree to the following schedule* with respect to the reconstruction of 19th Street:

- 2/1/2001 NS and City of Erie finalize 19th Street design.
- 4/1/2001 NS and City of Erie approve 19th Street design and reconstruction plans.
- 5/1/2001 NS solicits bids for 19th Street track and bridge removal.
- 6/1/2001 NS awards contract for 19th Street reconstruction.
- 10/1/2001 Reconstruction of 19th Street begins.
- 1/1/2002 Reconstruction 25% complete.
- 5/1/2002 Reconstruction 50% complete.
- 7/1/2002 Reconstruction 75% complete.
- 8/1/2002 Reconstruction complete.

* These dates are based on the milestones identified in Paragraph 1 above [the revised Paragraph 3 of the April 9, 1998 MOU]. If NS is unable to meet those milestones, the schedule of the reconstruction of 19th Street will be impacted.

NS and the City of Erie will coordinate division of actual costs of the reconstruction of 19th Street consistent with the division of costs described in the April 9, 1998 MOU, recognizing the requirements of ISTEA-21 funding and refinements to the conceptual design of 19th Street."

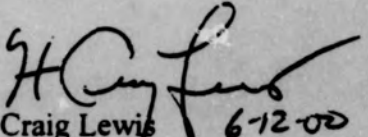
5. Paragraph 9 of the April 9, 1998 MOU is **replaced** with the following:

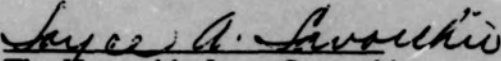
"NS will donate five parcels of land to the City of Erie, as shown on maps in Attachment 1 as parcels 2, 3A, 3B, 4 and 5. NS estimates the value of this land at approximately \$300,000. The donation of these five parcels will occur immediately. NS will retain a temporary easement to permit rail operations upon and through the parcels that will expire when railroad operations cease on 19th Street."

If these terms are acceptable to the City, kindly indicate your agreement in the space provided below.

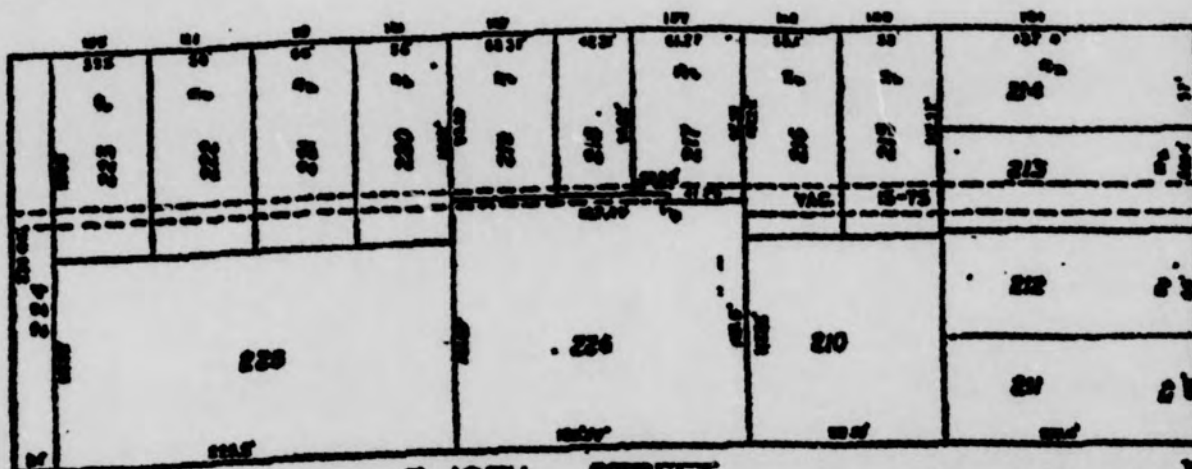
Thank you again for your support of NS throughout this process. You can be assured that NS is as anxious to begin the project as you are.

Sincerely,


Craig Lewis 6-12-00
Vice President Corporate Affairs
Norfolk Southern Corporation


The Honorable Joyce Savocchio
Mayor, City of Erie, Pennsylvania

EAST 18TH STREET



E. 19TH STREET

Remaining flow
green

Existing city public works
purchased from RR

E. 20TH STREET

E. 18th STREET

GERMAN ST.

STREET

HOLLAND

E. 19th STREET

④

Remaining Row
N.Y.C. & H.C. parcel

parcel for public works

(proposed by a grant)

③A

③B

100

E. 20th STREET

400'

180' x 2 AC

2020

E. 18TH STREET



GERMAN STREET

PARADE STREET

252

E. 19TH STREET

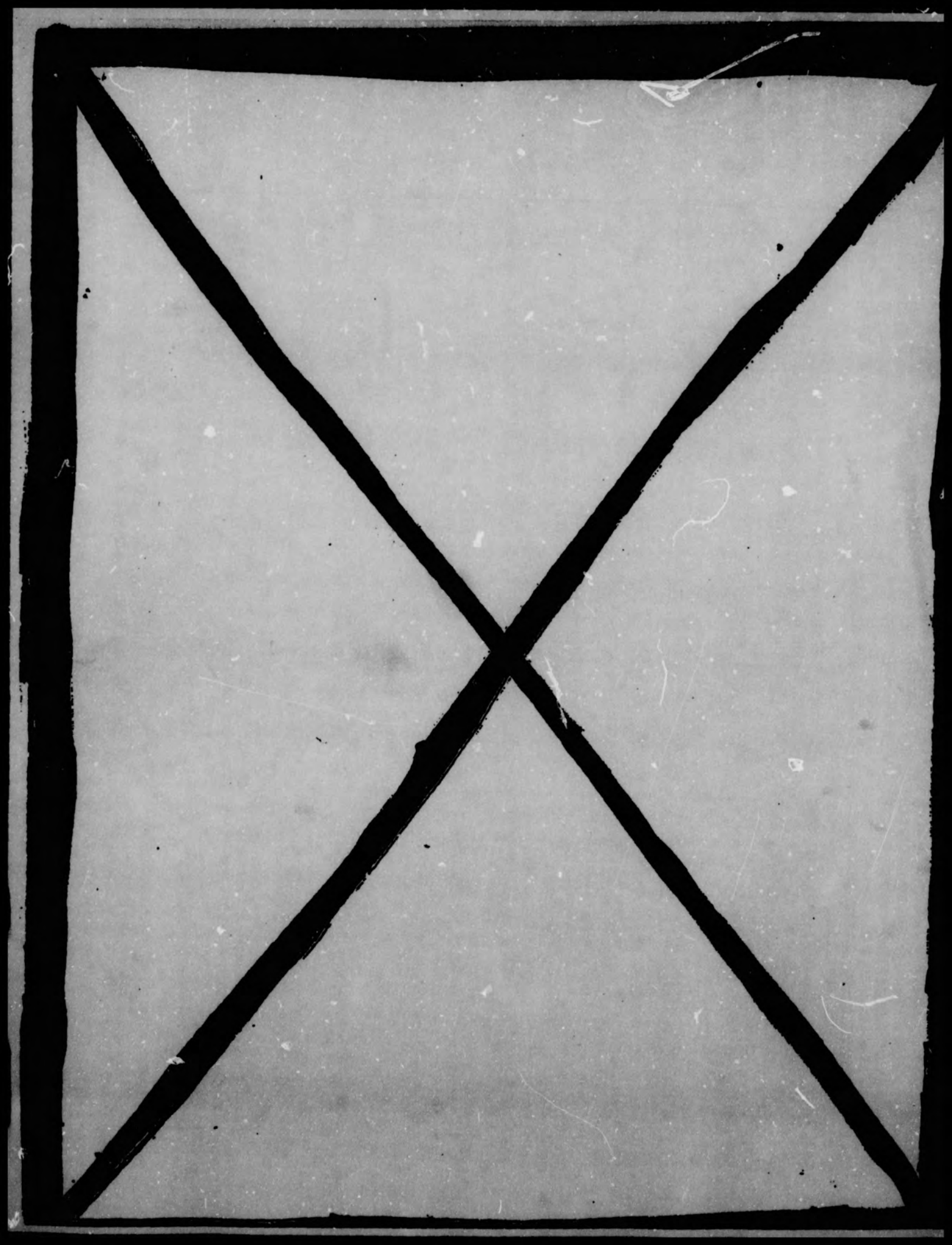
N.Y.C. & S.T.L. R.R.

251

5

E. 20TH STREET

13



STB

FD-33388

9-28-00

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SURFACE TRANSPORTATION BOARD

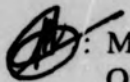
Memorandum

2000 96



DATE: September 28, 2000

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

FROM  : Mel Clemens, Director
Office of Compliance and Enforcement

Office of the Secretary
OCT 25 2000
Part of
Public Record



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

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

PLEASE NOTE: Due to technical difficulties mentioned in the attached cover letters from Mr. Aspatore and Mr. Ingram, certain NS Public data was not available for current distribution.

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

September 27, 2000

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

Dear Mr. Clemens:

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

Railroad performance last week was relatively flat versus the prior week, but the railroad is still in a healthy state in advance of the expected increase in traffic. Cars on-line moved up slightly from 249,062 to 249,590. Overall train velocity decreased from the record high of 20.6 to 19.7 miles-per-hour. Terminal dwell moved up slightly from 26.7 to 26.9 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

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably by six percentage points to 70%. The greater-than-six-hours-late category moved unfavorably by six percentage points as well to 10%.

Yards and Terminals

Car volumes and dwell times showed general improvement at most terminals across the network. Six of the 14 measured yards showed an improvement in dwell time from the prior week.

Corridor Performance

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

Shared Areas

Daily average on hand cars decreased slightly at Oak Island, while increasing at Detroit North Yard and Pavonia. Overall terminal dwell time was 24.2 hours, compared to 27.7 hours last week. For the week, there were a total of 89 trains delayed for CSXT and NS: 59 for crew, 12 for power, and 18 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 785 train starts, daily Train Delay totaled 135 hours for Power and 93 hours for Crew. Delays for both Crew and Power were up from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 24.6% for the week, up from 23.0% reported last week.

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

Daily Number of Recrews Required: Of 1913 crew starts, 42 (2%) were recrews, same as the prior week.

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

Locomotives: Gross Locomotives = 4164, Average Available = 3770, and Out-of-Service Ratio = 5.4%, a favorable move of 0.2 percentage points from the prior week.

Cars Offered in Interchange: averaged 225 cars daily, of which 38 were allocated to Norfolk Southern. Daily average and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh - Washington) and 96% for 90 MARC trains (West Virginia - Washington). Amtrak delays were mostly attributed to slow orders.

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

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

CSXT continues to achieve the majority of the service reliability goals established for the first seven weeks of the fall peak period. Last week, CSXT met targets for 13 of the 18 goals. We met the goals for cars on-line, train velocity (overall and merchandise), crew duty days, re-crews, crew delay hours, car dwell, right connection, on-time originations, 30-hour cars, locomotive setback hours, leased locomotive out-of-service ratio, and locomotive terminal dwell. As reported last week, the overall health of the rail network is very good, with little evidence of stress as the annual fall surge in traffic begins.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 09/22/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	363	360	458	402	289
	Cars On Hand - Empty	363	408	545	532	551
	Cars On Hand - Total	726	768	1003	934	840
	Cars Handled	358	647	733	727	543
	Dwell Hours	26.0	36.8	24.4	30.1	28.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	190	228	243	270	239
	Cars On Hand - Empty	367	233	403	501	407
	Cars On Hand - Total	457	461	646	771	646
	Cars Handled	393	373	451	696	495
	Dwell Hours	40.4	23.5	15.5	14.9	21.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	168	205	275	278	158
	Cars On Hand - Empty	93	127	107	236	140
	Cars On Hand - Total	261	332	382	514	298
	Cars Handled	302	213	388	388	331
	Dwell Hours	12.5	26.9	17.7	19.2	15.9

CSX Comments: Daily average on hand cars decreased slightly at Oak Island while increasing at North Yard and Pavonia. Overall terminal dwell time was 24.2 hours, down from 27.7 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00
North Jersey SAA	Number of Originations	7	15	15	14	15
	% Ontime	13%	20%	21%	36%	25%
	% Late 0-2 Hours	38%	40%	14%	14%	13%
	% Late 2-4 Hours	25%	13%	36%	7%	13%
	% Late 4-6 Hours	0%	7%	7%	7%	6%
	% Late GT 6 Hours	25%	20%	21%	36%	44%
South Jersey SAA	Number of Originations	2	6	7	5	5
	% Ontime	33%	43%	40%	40%	20%
	% Late 0-2 Hours	33%	0%	20%	20%	20%
	% Late 2-4 Hours	0%	14%	20%	20%	40%
	% Late 4-6 Hours	0%	29%	0%	0%	0%
	% Late GT 6 Hours	33%	14%	20%	20%	20%
Detroit SAA	Number of Originations	6	6	6	6	7
	% Ontime	29%	33%	29%	17%	43%
	% Late 0-2 Hours	57%	67%	57%	33%	43%
	% Late 2-4 Hours	14%	0%	0%	33%	14%
	% Late 4-6 Hours	0%	0%	14%	17%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 89 trains. Crew delays were 59 trains for 282 hours; power 12 trains for 75 hours; originating trains 18 for 77 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00	Average
Cars Offered	NS	5	55	131	0	0	38
	All Other	275	278	181	93	108	187
	Total	280	333	312	93	108	225

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	50%	50%	50%	50%	40%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	100%	100%	78%	100%	96%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	09/16/00	09/17/00	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00	Total
Baltimore	Train Crew Starts	23	13	15	21	18	24	18	132
	Crews Delayed +2 Hours	11	5	3	12	6	10	9	56
	% Delayed +2 Hours	48%	38%	20%	57%	33%	42%	50%	42%
Buffalo	Train Crew Starts	46	37	28	42	46	41	40	280
	Crews Delayed +2 Hours	1	2	5	10	8	8	7	41
	% Delayed +2 Hours	2%	5%	18%	24%	17%	20%	18%	15%
Chicago	Train Crew Starts	21	23	25	24	24	25	27	169
	Crews Delayed +2 Hours	7	10	7	9	10	7	9	59
	% Delayed +2 Hours	33%	43%	28%	38%	42%	28%	33%	35%
Cincinnati	Train Crew Starts	38	40	36	36	31	38	37	256
	Crews Delayed +2 Hours	3	1	2	1	2	3	2	14
	% Delayed +2 Hours	8%	3%	6%	3%	6%	8%	5%	5%
Cleveland	Train Crew Starts	23	28	26	29	30	26	21	183
	Crews Delayed +2 Hours	6	10	6	12	6	14	7	61
	% Delayed +2 Hours	26%	36%	23%	41%	20%	54%	33%	33%
Cumberland	Train Crew Starts	31	28	29	38	37	35	36	234
	Crews Delayed +2 Hours	1	8	5	5	7	7	7	40
	% Delayed +2 Hours	3%	29%	17%	13%	19%	20%	19%	17%
Detroit	Train Crew Starts	5	3	7	6	7	6	6	40
	Crews Delayed +2 Hours	0	0	3	2	2	4	1	12
	% Delayed +2 Hours	0%	0%	43%	33%	29%	67%	17%	30%
Philadelphia	Train Crew Starts	14	10	11	11	9	9	12	76
	Crews Delayed +2 Hours	3	3	2	2	2	3	6	21
	% Delayed +2 Hours	21%	30%	18%	18%	22%	33%	50%	28%
Selkirk	Train Crew Starts	45	38	23	39	41	46	47	279
	Crews Delayed +2 Hours	12	15	6	7	15	9	7	71
	% Delayed +2 Hours	27%	39%	26%	18%	37%	20%	15%	25%
Toledo	Train Crew Starts	27	30	34	31	29	27	29	207
	Crews Delayed +2 Hours	10	13	12	12	4	9	4	64
	% Delayed +2 Hours	37%	43%	35%	39%	14%	33%	14%	31%
Willard	Train Crew Starts	51	43	35	42	41	46	45	303
	Crews Delayed +2 Hours	3	9	8	11	6	14	3	54
	% Delayed +2 Hours	6%	21%	23%	26%	15%	30%	7%	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	09/16/00	09/17/00	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00	Total
Train Delay	Originating Train Starts	110	111	99	100	122	118	125	785
	Delayed Hours - Power	12	0	0	0	25	54	44	135
	Delayed Hours - Crews	12	9	12	33	19	0	8	93

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	09/16/00	09/17/00	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00	Average
Crew Availability	% Available	80%	79%	80%	80%	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	09/16/00	09/17/00	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00	Total
Crews/Recrews	Train Crew Starts	279	266	228	276	301	290	273	1913
	Recrews	7	4	0	5	17	4	5	42
	% Recrewed	3%	2%	0%	2%	6%	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	09/16/00	09/17/00	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00	Average

Locomotives	Gross Fleet Size	4135	4139	4182	4173	4187	4158	4175	4164
	Avg. Number Available	3742	3732	3783	3781	3790	3781	3783	3770
	OOS Ratio	5.5	5.6	5.5	5.4	5.4	5.2	5.2	5.4

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	09/16/00	09/17/00	09/18/00	09/19/00	09/20/00	09/21/00	09/22/00	Average

Train Delay	Philadelphia/South Jersey	3	4	3	6	2	2	5	4
	North Jersey	6	10	4	8	7	7	5	7
	Detroit	5	3	0	3	2	0	4	2

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

George A. Aspatore
General Solicitor

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

September 27, 2000

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

Dear Mr. Clemens:

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

Ordinarily, this transmittal would include another schedule showing NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Due to technical difficulties, NS is unable to provide these metrics in the report filed today. We expect to resolve the problem shortly and will provide this information to the STB as soon as we retrieve the data from our databases.

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 27, 2000
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

September 27, 2000

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

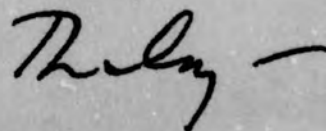
Dear Mr. Clemens:

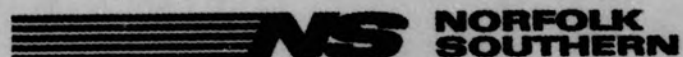
Norfolk Southern's performance metrics changed insignificantly from the prior week and remained within normal operating range. The number of cars on line increased; the average train speed decreased; and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 57 trains were held for terminal congestion, 18 trains were held for crews, and 14 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased slightly at Oak Island, while increasing at North Yard and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power increased from the prior week: 59 trains were delayed 282 hours for lack of crews and 12 trains were delayed for 75 hours awaiting power. Eighteen originating trains were delayed a total of 77 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 65% of the delay hours reported in the SAAs.

Ordinarily, this transmittal would include a schedule showing NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Due to technical difficulties, NS is unable to provide these metrics in the report filed today. We are in the process of resolving the problem and will provide this information to the STB as soon as we retrieve the data from our databases.

Sincerely,

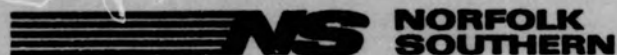
A handwritten signature in dark ink, appearing to read "Thelma", followed by a horizontal line.



For the week ending 9/22/00

Shared Asset Area - Yard Performance

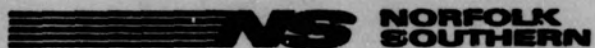
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	9/18/00	850	93	168	261	302	12.5
	9/19/00	850	127	205	332	213	26.9
	9/20/00	850	107	275	382	388	17.7
	9/21/00	850	236	278	514	388	19.2
	9/22/00	850	140	158	298	331	15.9
North Yard MI Average		850	141	217	357	324	17.9
Oak Island NJ	9/18/00	1200	363	363	726	358	26.0
	9/19/00	1200	408	360	768	647	36.8
	9/20/00	1200	545	458	1003	733	24.4
	9/21/00	1200	532	402	934	727	30.1
	9/22/00	1200	551	289	840	543	28.5
Oak Island NJ Average		1200	480	374	854	602	29.4
Pavonia NJ	9/18/00	900	267	190	457	393	40.4
	9/19/00	900	233	228	461	373	23.5
	9/20/00	900	403	243	646	451	15.5
	9/21/00	900	501	270	771	696	14.9
	9/22/00	900	407	239	646	495	21.2
Pavonia Average		900	362	234	596	482	21.8



For the week ending 9/22/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	18-Sep	7	29%	57%	14%	0%	0%
	19-Sep	6	33%	67%	0%	0%	0%
	20-Sep	7	29%	57%	0%	14%	0%
	21-Sep	6	17%	33%	33%	17%	0%
	22-Sep	7	43%	43%	14%	0%	0%
Detroit Total		33	30%	52%	12%	6%	0%
North Jersey Total	18-Sep	8	13%	38%	25%	0%	25%
	19-Sep	15	20%	40%	13%	7%	20%
	20-Sep	14	21%	14%	36%	7%	21%
	21-Sep	14	36%	14%	7%	7%	36%
	22-Sep	16	25%	13%	13%	6%	44%
North Jersey Total		67	24%	22%	18%	6%	30%
South Jersey Total	18-Sep	3	33%	33%	0%	0%	33%
	19-Sep	7	43%	0%	14%	29%	14%
	20-Sep	5	40%	20%	20%	0%	20%
	21-Sep	5	40%	20%	20%	0%	20%
	22-Sep	5	20%	20%	40%	0%	20%
South Jersey Total		25	36%	16%	20%	8%	20%
Grand Total		125	28%	29%	17%	6%	20%

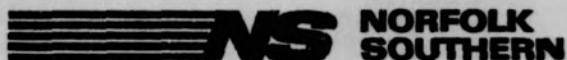


For the week ending 9/22/00

Shared Asset Area Trains Held

area	Sat 16-Sep	Sun 17-Sep	Mon 18-Sep	Tue 19-Sep	Wed 20-Sep	Thu 21-Sep	Fri 22-Sep	Grand Total
North Jersey	6	10	4	8	7	7	5	47
South Jersey	3	4	3	6	2	2	5	25
Detroit	5	3	0	3	2	0	4	17

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	55	0	55
other	27	11	163	47	80	328
Total	27	11	163	102	80	383

Snapshot taken between 2:00 and 3:00 each day

NS acquired territory only

NS Northern Region Train Starts and Delays

	Saturday 16-Sep	Sunday 17-Sep	Monday 18-Sep	Tuesday 19-Sep	Wednesday 20-Sep	Thursday 21-Sep	Friday 22-Sep	Grand Total
# of Train Starts	318	222	303	237	236	290	240	1846
Delay Cause								
Crew Delays (hrs)	5.0	0.0	0.0	0.0	5.4	7.5	0.0	17.9
Power Delays (hrs)	20.3	10.0	0.0	4.6	3.5	18.5	21.8	78.7

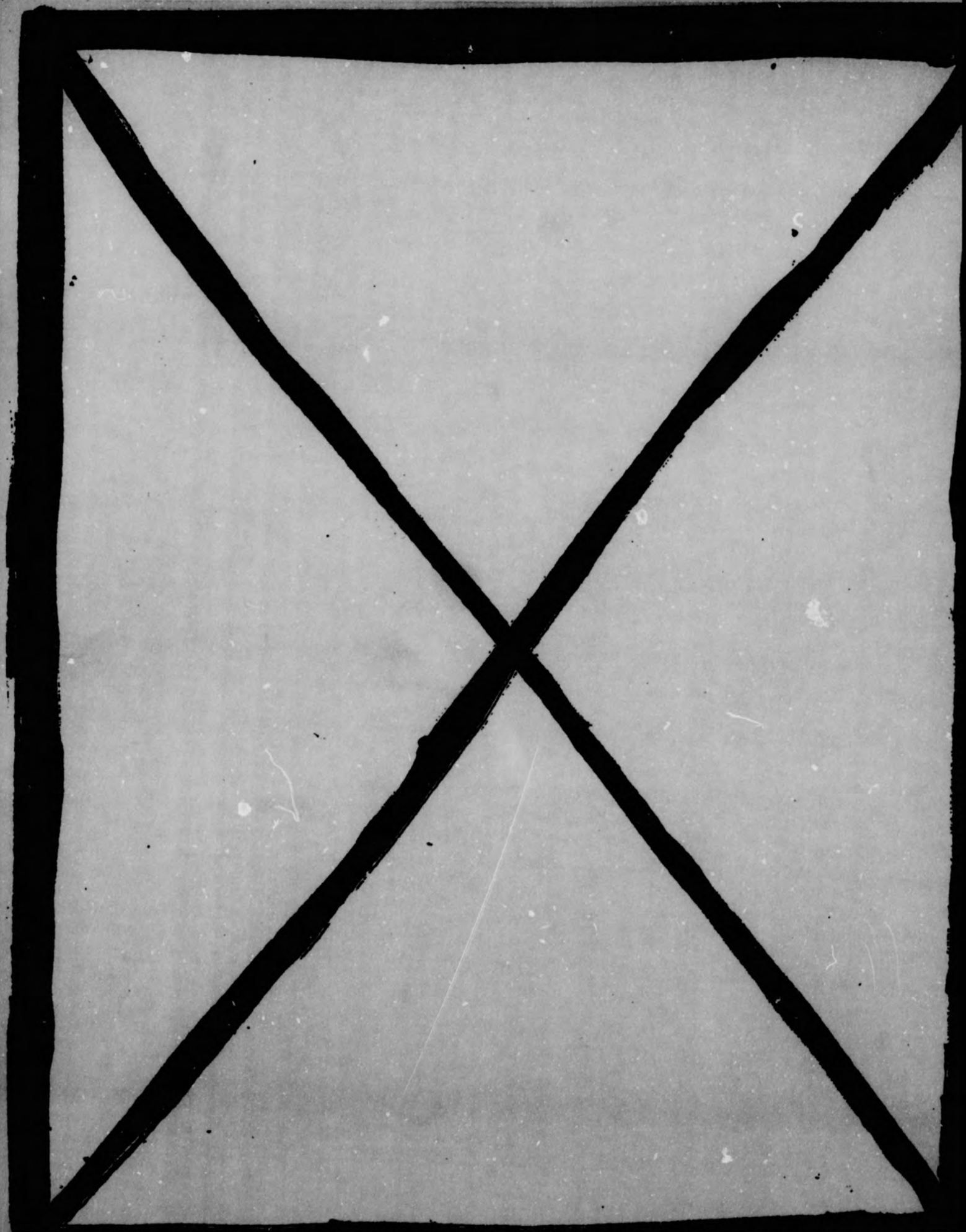
The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 16-Sep	Sunday 17-Sep	Monday 18-Sep	Tuesday 19-Sep	Wednesday 20-Sep	Thursday 21-Sep	Friday 22-Sep	average
Fleet Size	3590	3544	3566	3536	3520	3535	3571	3552
available	3424	3350	3386	3353	3329	3355	3414	3373
out of service %	4.6%	5.5%	5.0%	5.2%	5.4%	5.1%	4.4%	5.0%

Snapshot taken at midnight

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



STB

FD-33388

9-21-00

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199806

Memorandum

ENTERED
Office of the Secretary

SEP 22 2000

Part of
Public Record

DATE: September 21, 2000

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

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

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

D



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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

September 20, 2000

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

Dear Mr. Clemens:

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

Railroad performance continued its general improvement and by many reports the railroad is showing the best performance since the acquisition of Conrail by CSXT and Norfolk Southern RR. Cars-on-line and train velocity improved for the sixth straight week. Cars on-line moved from 249,155 to 249,062. Overall train velocity improved from 19.9 to an unprecedented level of 20.6 miles-per-hour. This is the best overall train velocity since Split. Terminal dwell also moved favorably to 26.7 hours, down from 28.2 hours the prior week.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably by nine percentage points to 76%. The greater-than-six-hours-late category moved favorably by nine percentage points as well to 4%. Both of these numbers are the best we have reported to the Board.

Yards and Terminals

Car volumes and dwell times improved at most terminals across the network. All of the 14 measured yards showed an improvement in dwell time from the prior week.

Corridor Performance

All of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor. Overall, the on-time-to-two-hours-late category moved favorably by thirteen percentage points compared to last week, while the percent of trains in the greater-than-six-hours-late category moved favorably by eight percentage points.

Shared Areas

Daily average on hand cars increased at Oak Island, while decreasing at Detroit North Yard and Pavonia. Overall terminal dwell time was 27.7 hours, compared to 28.9 hours last week. For the week, there were a total of 82 trains delayed for CSXT and NS: 44 for crew, 20 for power, and 18 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 767 train starts, daily Train Delay totaled 95 hours for Power and 77 hours for Crew. Crew delays were down from the prior week, but Power delays were up.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 23.0% for the week, an improvement over the 25.7% reported last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 81%, up one percentage point from the prior week. Continued improvement is expected as the annual summer vacation period nears its end.

Daily Number of Recrews Required: Of 1858 crew starts, 39 (2%) were recrews, same as the prior week.

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

Locomotives: Gross Locomotives = 4120, Average Available = 3713, and Out-of-Service Ratio = 5.6%, a favorable move of 0.4 percentage points from the prior week.

Cars Offered in Interchange: averaged 176 cars daily, of which 21 were allocated to Norfolk Southern. Daily average and the NS average decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 20% for 10 AMTRAK trains (Pittsburgh – Washington) and 94% for 90 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to slow orders.

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

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

CSXT continues to achieve the majority of the service reliability goals established for the first seven weeks of the fall peak period. Last week, CSXT met targets for 13 of the 18 goals. We met the goals for cars on-line, train velocity (overall and merchandise), crew duty days, re-crews, crew delay hours, car dwell, right connection, on-time originations, 30-hour cars, locomotive setback hours, leased locomotive out-of-service ratio, and locomotive terminal dwell. As reported last week, the overall health of the rail network is very good, with little evidence of stress as the annual fall surge in traffic begins.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 09/15/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	484	370	435	399	381
	Cars On Hand - Empty	358	420	443	582	438
	Cars On Hand - Total	842	790	878	981	819
	Cars Handled	623	533	563	569	653
	Dwell Hours	46.0	34.0	26.1	27.6	28.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	278	177	239	134	219
	Cars On Hand - Empty	248	200	326	341	351
	Cars On Hand - Total	526	377	565	475	570
	Cars Handled	534	318	551	328	393
	Dwell Hours	38.5	22.1	17.8	24.3	27.5
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	71	109	242	245	189
	Cars On Hand - Empty	78	144	207	227	172
	Cars On Hand - Total	149	253	449	472	361
	Cars Handled	265	202	306	413	315
	Dwell Hours	15.1	25.7	19.9	20.6	18.3

CSX Comments: Daily average on hand cars increased at Oak Island and decreased at North Yard and Pavonia. Overall terminal dwell time was 27.7 hours, down from 28.9 hours the prior week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00
North Jersey SAA	Number of Originations	7	15	15	14	15
	% Ontime	29%	27%	20%	14%	20%
	% Late 0-2 Hours	43%	40%	27%	21%	27%
	% Late 2-4 Hours	29%	0%	13%	14%	13%
	% Late 4-6 Hours	0%	13%	20%	14%	0%
	% Late GT 6 Hours	0%	20%	20%	36%	40%
South Jersey SAA	Number of Originations	2	6	7	5	5
	% Ontime	100%	50%	29%	40%	20%
	% Late 0-2 Hours	0%	0%	29%	20%	20%
	% Late 2-4 Hours	0%	17%	0%	20%	20%
	% Late 4-6 Hours	0%	33%	29%	20%	20%
	% Late GT 6 Hours	0%	0%	14%	0%	20%
Detroit SAA	Number of Originations	6	6	6	6	7
	% Ontime	17%	17%	50%	17%	29%
	% Late 0-2 Hours	67%	33%	0%	33%	57%
	% Late 2-4 Hours	17%	0%	17%	33%	0%
	% Late 4-6 Hours	0%	33%	0%	17%	14%
	% Late GT 6 Hours	0%	17%	33%	0%	0%

CSX Comments: Total road train delays were 82 trains. Crew delays were 44 trains for 179 hours; power 20 trains for 108 hours; originating trains 18 for 76 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00	Average
Cars Offered	NS	9	8	75	7	7	21
	All Other	121	156	181	214	102	155
	Total	130	164	256	221	109	176

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	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	50%	0%	50%	20%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	94%	94%	83%	100%	94%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	09/09/00	09/10/00	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00	Total
Baltimore	Train Crew Starts	18	10	16	19	17	17	19	116
	Crews Delayed +2 Hours	9	3	9	8	13	9	5	56
	% Delayed +2 Hours	50%	30%	56%	42%	76%	53%	26%	48%
Buffalo	Train Crew Starts	41	42	37	42	42	36	46	286
	Crews Delayed +2 Hours	3	5	4	7	6	2	12	39
	% Delayed +2 Hours	7%	12%	11%	17%	14%	6%	26%	14%
Chicago	Train Crew Starts	20	23	28	28	20	27	26	172
	Crews Delayed +2 Hours	2	8	6	15	8	12	11	62
	% Delayed +2 Hours	10%	35%	21%	54%	40%	44%	42%	36%
Cincinnati	Train Crew Starts	35	37	34	32	37	34	37	246
	Crews Delayed +2 Hours	3	2	3	4	4	0	3	19
	% Delayed +2 Hours	9%	5%	9%	13%	11%	0%	8%	8%
Cleveland	Train Crew Starts	28	27	30	23	21	24	26	179
	Crews Delayed +2 Hours	5	9	5	4	5	6	4	38
	% Delayed +2 Hours	18%	33%	17%	17%	24%	25%	15%	21%
Cumberland	Train Crew Starts	37	32	32	27	40	33	36	237
	Crews Delayed +2 Hours	6	5	6	8	3	6	2	36
	% Delayed +2 Hours	16%	16%	19%	30%	8%	18%	6%	15%
Detroit	Train Crew Starts	5	4	4	6	6	6	6	37
	Crews Delayed +2 Hours	1	1	1	2	2	4	2	13
	% Delayed +2 Hours	20%	25%	25%	33%	33%	67%	33%	35%
Philadelphia	Train Crew Starts	15	8	11	9	10	13	10	76
	Crews Delayed +2 Hours	4	2	0	4	3	5	3	21
	% Delayed +2 Hours	27%	25%	0%	44%	30%	38%	30%	28%
Selkirk	Train Crew Starts	41	35	30	40	44	40	48	278
	Crews Delayed +2 Hours	18	7	8	8	7	11	8	67
	% Delayed +2 Hours	44%	20%	27%	20%	16%	28%	17%	24%
Toledo	Train Crew Starts	29	34	26	28	28	28	25	198
	Crews Delayed +2 Hours	5	12	3	7	5	3	7	42
	% Delayed +2 Hours	17%	35%	12%	25%	18%	11%	28%	21%
Willard	Train Crew Starts	46	41	40	34	48	45	46	300
	Crews Delayed +2 Hours	9	6	5	4	4	8	10	46
	% Delayed +2 Hours	20%	15%	13%	12%	8%	18%	22%	15%

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	09/09/00	09/10/00	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00	Total
Train Delay	Originating Train Starts	105	115	99	94	115	105	134	767
	Delayed Hours - Power	11	0	6	20	14	14	30	95
	Delayed Hours - Crews	15	23	2	6	11	9	11	77

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	09/09/00	09/10/00	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00	Average
Crew Availability	% Available	80%	79%	81%	81%	81%	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	09/09/00	09/10/00	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00	Total
Crews/Recrews	Train Crew Starts	274	255	232	266	282	273	276	1858
	Recrews	8	3	2	5	9	5	7	39
	% Recrewed	3%	1%	1%	2%	3%	2%	3%	2%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	09/09/00	09/10/00	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00	Average
Locomotives	Gross Fleet Size	4079	4094	4127	4133	4135	4144	4126	4120
	Avg. Number Available	3703	3706	3722	3699	3699	3735	3730	3713
	OOS Ratio	5.3	5.4	5.3	5.8	5.9	5.9	5.8	5.6

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	09/09/00	09/10/00	09/11/00	09/12/00	09/13/00	09/14/00	09/15/00	Average
Train Delay	Philadelphia/South Jersey	4	6	2	2	1	2	5	3
	North Jersey	7	6	4	5	4	4	7	5
	Detroit	2	6	3	2	1	5	4	3

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

George A. Aspatore
General Solicitor

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

September 20, 2000

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

Dear Mr. Clemens:

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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 20, 2000
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

September 20, 2000

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

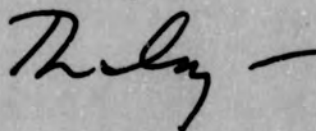
Dear Mr. Clemens:

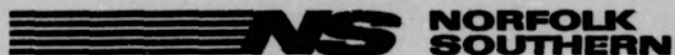
Norfolk Southern's performance metrics improved over the prior week. The number of cars on line decreased; the average train speed increased; and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 46 trains were held for terminal congestion, 20 trains were held for crews, and 5 trains were held for power. All metrics remain within normal operating range.

With respect to our customer service hotline in Buffalo, NS did not receive any calls over the two-week period. NS resolved the issue outstanding from the previous reporting period.

In the Shared Assets Areas, daily average on-hand car volume decreased at North Yard and Pavonia, while increasing at Oak Island. 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: 44 trains were delayed 179 hours for lack of crews and 20 trains were delayed for 108 hours awaiting power. Eighteen originating trains were delayed a total of 76 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,

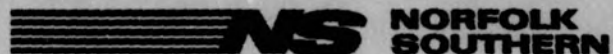




For the week ending 9/15/00

Shared Asset Area - Yard Performance

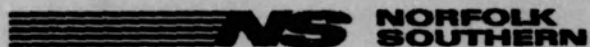
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	9/11/00	850	78	71	149	265	15.1
	9/12/00	850	144	109	253	202	25.7
	9/13/00	850	207	242	449	306	19.9
	9/14/00	850	227	245	472	413	20.6
	9/15/00	850	172	189	361	315	18.3
North Yard MI Average		850	166	171	337	300	19.7
Oak Island NJ	9/11/00	1200	358	484	842	623	46.0
	9/12/00	1200	420	370	790	533	34.0
	9/13/00	1200	443	435	878	563	26.1
	9/14/00	1200	582	399	981	569	27.6
	9/15/00	1200	438	381	819	653	28.5
Oak Island NJ Average		1200	448	414	862	588	32.6
Pavonia NJ	9/11/00	900	248	278	526	534	38.5
	9/12/00	900	200	177	377	318	22.1
	9/13/00	900	326	239	565	551	17.8
	9/14/00	900	341	134	475	328	24.3
	9/15/00	900	351	219	570	393	27.5
Pavonia Average		900	293	209	503	425	26.5



For the week ending 9/15/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	11-Sep	6	17%	67%	17%	0%	0%
	12-Sep	6	17%	33%	0%	33%	17%
	13-Sep	6	50%	0%	17%	0%	33%
	14-Sep	6	17%	33%	33%	17%	0%
	15-Sep	7	29%	57%	0%	14%	0%
Detroit Total		31	26%	39%	13%	13%	10%
North Jersey Total	11-Sep	7	29%	43%	29%	0%	0%
	12-Sep	15	27%	40%	0%	13%	20%
	13-Sep	15	20%	27%	13%	20%	20%
	14-Sep	14	14%	21%	14%	14%	36%
	15-Sep	15	20%	27%	13%	0%	40%
North Jersey Total		66	21%	30%	12%	11%	26%
South Jersey Total	11-Sep	2	100%	0%	0%	0%	0%
	12-Sep	6	50%	0%	17%	33%	0%
	13-Sep	7	29%	29%	0%	29%	14%
	14-Sep	5	40%	20%	20%	20%	0%
	15-Sep	5	20%	20%	20%	20%	20%
South Jersey Total		25	40%	16%	12%	24%	8%
Grand Total		122	26%	30%	12%	14%	18%

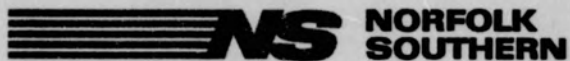


For the week ending 9/15/00

Shared Asset Area Trains Held

area	Sat 09-Sep	Sun 10-Sep	Mon 11-Sep	Tue 12-Sep	Wed 13-Sep	Thu 14-Sep	Fri 15-Sep	Grand Total
North Jersey	7	6	4	5	4	4	7	37
South Jersey	4	6	2	2	1	2	5	22
Detroit	2	6	3	2	1	5	4	23

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	66	21	21	8	30	146
Total	66	21	21	8	30	146

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

NS Northern Region Train Starts and Delays

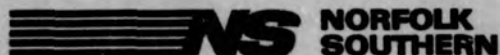
	Saturday 9-Sep	Sunday 10-Sep	Monday 11-Sep	Tuesday 12-Sep	Wednesday 13-Sep	Thursday 14-Sep	Friday 15-Sep	Grand Total
# of Train Starts	251	229	278	242	441	230	250	1921
Delay Cause								
Crew Delays (hrs)	0.0	0.0	0.0	1.4	0.1	0.0	1.9	3.4
Power Delays (hrs)	19.1	0.0	0.0	4.3	10.6	0.0	25.7	59.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 9-Sep	Sunday 10-Sep	Monday 11-Sep	Tuesday 12-Sep	Wednesday 13-Sep	Thursday 14-Sep	Friday 15-Sep	average
Fleet Size	3596	3578	3614	3604	3543	3529	3573	3577
available	3430	3402	3450	3448	3380	3376	3419	3415
out of service %	4.6%	4.9%	4.5%	4.3%	4.6%	4.3%	4.3%	4.5%

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



NS Crew Starts and Delays

		Saturday 9-Sep	Sunday 10-Sep	Monday 11-Sep	Tuesday 12-Sep	Wednesday 13-Sep	Thursday 14-Sep	Friday 15-Sep	Grand Total
Allentown	crew starts	13	14	15	19	16	16	16	109
	crews delayed	4	5	4	3	6	4	6	32
Bellevue	crew starts	38	41	44	41	43	50	45	302
	crews delayed	23	19	16	20	21	20	15	134
Buffalo	crew starts	25	20	20	25	27	28	26	171
	crews delayed	4	6	6	7	4	8	5	40
Chicago	crew starts	36	31	37	27	41	33	39	244
	crews delayed	16	14	13	9	17	11	15	95
Cincinnati	crew starts	35	39	36	37	36	39	38	260
	crews delayed	1	7	8	14	9	13	7	59
Cleveland	crew starts	18	19	16	20	17	17	15	122
	crews delayed	8	6	4	8	6	5	6	43
Conway	crew starts	52	49	45	53	59	58	56	372
	crews delayed	5	6	12	11	12	17	13	76
Detroit	crew starts	20	17	20	17	21	24	22	141
	crews delayed	7	6	5	5	8	9	8	48
Elkhart	crew starts	33	40	36	34	28	38	36	245
	crews delayed	4	10	14	16	9	7	8	68
Harrisburg	crew starts	55	46	50	57	61	68	62	399
	crews delayed	24	18	19	25	24	30	31	171
Toledo	crew starts	52	50	44	47	53	64	54	372
	crews delayed	10	11	7	16	14	21	10	88

Notes:

Data source is T&E employees' "End of Trip" reporting

A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.

Includes all trains for location, whether originating or run-through.

A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 9-Sep	Sunday 10-Sep	Monday 11-Sep	Tuesday 12-Sep	Wednesday 13-Sep	Thursday 14-Sep	Friday 15-Sep	average
availability%	78%	77%	79%	83%	82%	83%	80%	80%

Notes:

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

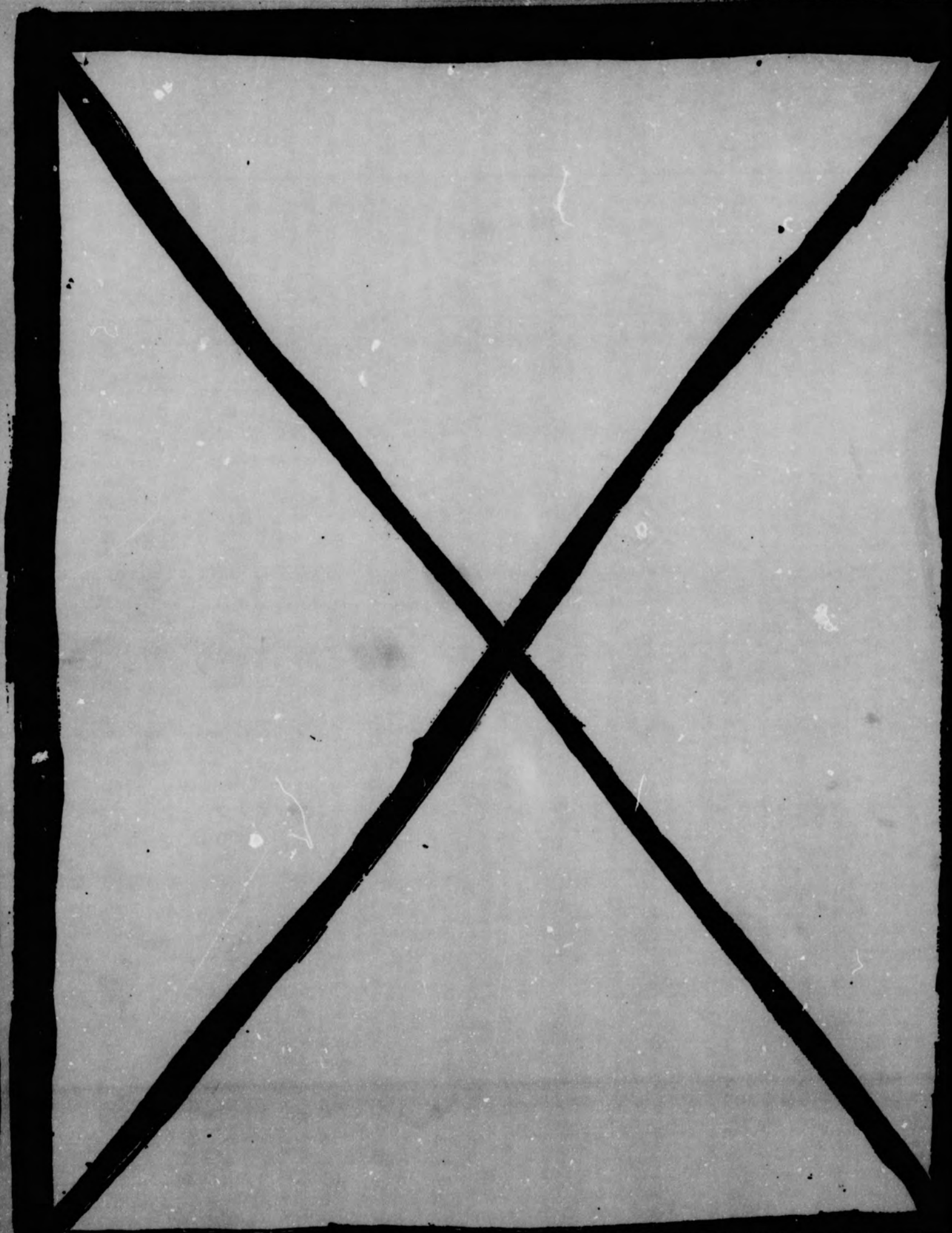
NS Northern Region Crew Starts and Recrews

	9-Sep	10-Sep	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	Grand Total
	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Total
crew starts	319	298	283	309	327	351	331	2218
recrews	5	4	6	10	13	8	9	55

Notes:

A summary of trains ordered by field transportation using relief crew (recrew) train symbol

Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service



STB

FD-33388

9-14-00

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SURFACE TRANSPORTATION BOARD


Memorandum

199740



DATE: September 14, 2000

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

FROM  Mel Clemens, Director
Office of Compliance and Enforcement

ENTERED
Office of the Secretary

SEP 14 2000

Part of
Public Record

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

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

September 13, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, September 8th.

Railroad performance continued its general improvement in most categories. Cars-on-line and train velocity improved for the fifth straight week. Cars on-line moved from 249,889 to 249,155, a decrease of over 700 cars from the prior week. Overall train velocity improved slightly from 19.8 to 19.9 miles-per-hour. Terminal dwell moved unfavorably to 28.2 hours, up from 27.5 hours the prior week.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably by four percentage points to 67%. The greater-than-six-hours-late category moved favorably by four percentage points as well to 13%.

Yards and Terminals

Car volumes and dwell times improved at some terminals across the network. Seven of the 14 yards showed an improvement in dwell time from the prior week.

Corridor Performance

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

Shared Areas

Daily average on hand cars increased slightly at all three yards. Overall terminal dwell time was 28.9 hours, compared to 26.4 hours last week. For the week, there were a total of 53 trains delayed for CSXT and NS: 33 for crew, 10 for power, and 10 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 725 train starts, daily Train Delay totaled 53 hours for Power and 129 hours for Crew. Power delays were down from the prior week, but Crew delays were up.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 25.7% for the week, up slightly from 24.5% the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 80%, up one percentage point from the prior week. Continued improvement is expected as the annual summer vacation period nears its end.

Daily Number of Recrews Required: Of 1811 crew starts, 43 (2%) were re Crews, a favorable move of 3 percentage points from the prior week.

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

Locomotives: Gross Locomotives = 4103, Average Available = 3679, and Out-of-Service Ratio = 6.0%, a favorable move of 0.2 percentage points from the prior week.

Cars Offered in Interchange: averaged 267 cars daily, of which 98 were allocated to Norfolk Southern. Daily average decreased from the prior week, while the NS average increased.

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh – Washington) and 88% for 90 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to slow orders.

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

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

CSXT continues to achieve the majority of the service reliability goals established for the first seven weeks of the fall peak. Last week, CSXT met targets for 10 of the 18 goals. We met the goals for cars on-line, train velocity (overall and merchandise), crew duty days, re-crews, right connection, on-time originations, 30-hour cars, locomotive setback hours, and leased locomotive out-of-service ratio. The overall health of the rail network is very good, with little evidence of stress as the annual fall surge in traffic begins.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 09/08/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	338	340	469	413	398
	Cars On Hand - Empty	348	326	387	427	467
	Cars On Hand - Total	686	666	856	840	865
	Cars Handled	291	373	596	593	745
	Dwell Hours	36.4	48.3	35.1	38.5	38.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	257	161	246	214	280
	Cars On Hand - Empty	324	244	346	290	338
	Cars On Hand - Total	581	405	592	504	618
	Cars Handled	337	322	489	469	518
	Dwell Hours	34.7	40.8	27.9	22.7	19.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	207	189	200	279	244
	Cars On Hand - Empty	192	227	252	239	267
	Cars On Hand - Total	399	416	452	518	511
	Cars Handled	118	253	283	307	310
	Dwell Hours	43.2	27.1	22.4	19.6	16.4

CSX Comments: Daily average on hand cars increased slightly at all three yards, reflecting a small post-Labor Day surge in traffic. Overall terminal dwell time was 28.9 hours, up from 26.4 the prior week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00
North Jersey SAA	Number of Originations	2	10	14	12	16
	% Ontime	50%	30%	29%	25%	6%
	% Late 0-2 Hours	0%	50%	29%	17%	31%
	% Late 2-4 Hours	50%	10%	14%	25%	13%
	% Late 4-6 Hours	0%	10%	14%	8%	13%
	% Late GT 6 Hours	0%	0%	14%	25%	38%
South Jersey SAA	Number of Originations	2	1	6	7	6
	% Ontime	50%	0%	33%	29%	33%
	% Late 0-2 Hours	50%	100%	17%	29%	0%
	% Late 2-4 Hours	0%	0%	33%	14%	50%
	% Late 4-6 Hours	0%	0%	17%	0%	17%
	% Late GT 6 Hours	0%	0%	0%	29%	0%
Detroit SAA	Number of Originations	3	2	7	6	7
	% Ontime	67%	50%	43%	50%	43%
	% Late 0-2 Hours	33%	50%	57%	50%	29%
	% 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%	29%

CSX Comments: Total road train delays were 53 trains. Crew delays were 33 trains for 138 hours; power 10 trains for 64 hours; originating trains 10 for 82 hours, due to late connections.

Surface Transportation Board Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00	Average
Cars Offered	NS	248	105	90	32	17	98
	All Other	133	223	236	144	107	169
	Total	381	328	326	176	124	267

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	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	50%	50%	100%	60%
MARC	Trains	0	18	18	18	18	72
	% On Time	0%	83%	87%	90%	92%	88%

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	09/02/00	09/03/00	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00	Total
Baltimore	Train Crew Starts	16	11	13	15	16	18	17	106
	Crews Delayed +2 Hours	6	2	6	6	10	11	8	49
	% Delayed +2 Hours	38%	18%	46%	40%	63%	61%	47%	46%
Buffalo	Train Crew Starts	42	35	30	27	37	39	40	250
	Crews Delayed +2 Hours	5	4	7	2	11	6	9	44
	% Delayed +2 Hours	12%	11%	23%	7%	30%	15%	23%	18%
Chicago	Train Crew Starts	24	26	18	26	26	25	23	168
	Crews Delayed +2 Hours	3	7	3	3	8	8	8	40
	% Delayed +2 Hours	13%	27%	7%	12%	31%	32%	35%	24%
Cincinnati	Train Crew Starts	35	36	25	30	36	36	36	234
	Crews Delayed +2 Hours	3	2	3	12	4	5	6	35
	% Delayed +2 Hours	9%	6%	12%	40%	11%	14%	17%	15%
Cleveland	Train Crew Starts	25	27	23	22	14	29	25	165
	Crews Delayed +2 Hours	7	16	7	7	3	9	9	58
	% Delayed +2 Hours	28%	59%	35%	32%	21%	31%	36%	35%
Cumberland	Train Crew Starts	35	29	26	26	28	35	28	207
	Crews Delayed +2 Hours	9	7	0	3	5	6	5	35
	% Delayed +2 Hours	26%	24%	0%	12%	18%	17%	18%	17%
Detroit	Train Crew Starts	6	5	2	4	5	6	6	34
	Crews Delayed +2 Hours	1	1	0	2	0	3	1	8
	% Delayed +2 Hours	17%	20%	0%	50%	0%	50%	17%	24%
Philadelphia	Train Crew Starts	12	5	9	6	6	14	13	65
	Crews Delayed +2 Hours	2	2	2	2	1	7	3	19
	% Delayed +2 Hours	17%	40%	22%	33%	17%	50%	23%	29%
Selkirk	Train Crew Starts	41	34	25	24	39	41	42	246
	Crews Delayed +2 Hours	10	8	7	2	12	12	17	68
	% Delayed +2 Hours	24%	24%	28%	8%	31%	29%	40%	28%
Toledo	Train Crew Starts	25	33	24	21	27	24	24	178
	Crews Delayed +2 Hours	6	11	6	2	2	8	4	39
	% Delayed +2 Hours	24%	33%	25%	10%	7%	33%	17%	22%
Willard	Train Crew Starts	38	50	35	33	37	53	49	295
	Crews Delayed +2 Hours	10	14	8	6	6	8	16	68
	% Delayed +2 Hours	26%	28%	23%	18%	16%	15%	33%	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	09/02/00	09/03/00	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00	Total
Train Delay	Originating Train Starts	112	101	86	86	92	117	131	725
	Delayed Hours - Power	0	33	3	4	1	10	2	53
	Delayed Hours - Crews	37	71	12	0	0	3	5	129

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	09/02/00	09/03/00	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00	Average
Crew Availability	% Available	77%	76%	80%	80%	82%	82%	82%	80%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	09/02/00	09/03/00	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00	Total
Crews/Recrews	Train Crew Starts	278	234	206	243	263	305	282	1811
	Recrews	5	6	3	4	9	7	9	43
	% Recrewed	2%	3%	1%	2%	3%	2%	3%	2%

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

Surface Transportation Board Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	09/02/00	09/03/00	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00	Average
Locomotives	Gross Fleet Size	4105	4116	4092	4102	4112	4100	4092	4103
	Avg. Number Available	3695	3705	3646	3616	3683	3699	3708	3679
	OOS Ratio	5.9	5.7	5.9	6.1	6.1	6.2	5.8	6.0

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	09/02/00	09/03/00	09/04/00	09/05/00	09/06/00	09/07/00	09/08/00	Average
Train Delay	Philadelphia/South Jersey	6	4	1	1	2	3	4	3
	North Jersey	4	7	3	3	2	5	3	4
	Detroit	2	2	3	2	0	3	1	2

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

George A. Aspatore
General Solicitor

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

September 13, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending September 8, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

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

Mr. Melvin F. Clemens, Jr.
September 13, 2000
Page 2

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

September 13, 2000

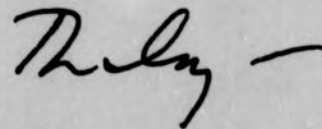
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

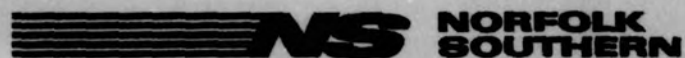
Dear Mr. Clemens:

Norfolk Southern's performance metrics remained within a normal range. The number of cars on line decreased; the average train speed increased; and the average terminal dwell increased. The magnitude of each change was insignificant. On the monitored corridors and Chicago gateway operations, 36 trains were held for terminal congestion, 21 trains were held for crews, and 4 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased slightly at all three yards as a result of the Labor Day holiday. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased from the prior week: 33 trains were delayed 138 hours for lack of crews and 10 trains were delayed for 64 hours awaiting power. Ten originating trains were delayed a total of 82 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 51% of the delay hours reported in the SAAs.

Sincerely,

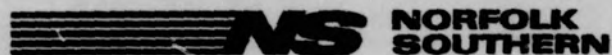




For the week ending 9/8/00

Shared Asset Area - Yard Performance

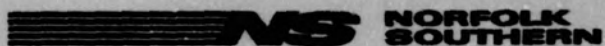
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	9/4/00	850	192	207	399	118	43.2
	9/5/00	850	227	189	416	253	27.1
	9/6/00	850	252	200	452	283	22.4
	9/7/00	850	239	279	518	307	19.6
	9/8/00	850	267	244	511	310	16.4
North Yard MI Average		850	235	224	459	254	23.1
Oak Island NJ	9/4/00	1200	348	338	686	291	26.4
	9/5/00	1200	326	340	666	373	48.3
	9/6/00	1200	387	469	856	596	35.1
	9/7/00	1200	427	413	840	593	28.5
	9/8/00	1200	467	398	865	745	28.6
Oak Island NJ Average		1200	391	392	783	520	32.7
Pavonia NJ	9/4/00	900	324	257	581	337	34.7
	9/5/00	900	244	161	405	322	40.8
	9/6/00	900	346	246	592	489	27.9
	9/7/00	900	290	214	504	469	22.7
	9/8/00	900	338	280	618	518	19.9
Pavonia Average		900	308	232	540	427	27.8



For the week ending 9/8/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	4-Sep	3	67%	33%	0%	0%	0%
	5-Sep	2	50%	50%	0%	0%	0%
	6-Sep	7	43%	57%	0%	0%	0%
	7-Sep	6	50%	50%	0%	0%	0%
	8-Sep	7	43%	29%	0%	0%	29%
Detroit Total		25	48%	44%	0%	0%	8%
North Jersey Total	4-Sep	2	50%	0%	50%	0%	0%
	5-Sep	10	30%	50%	10%	10%	0%
	6-Sep	14	29%	29%	14%	14%	14%
	7-Sep	12	25%	17%	25%	8%	25%
	8-Sep	16	6%	31%	13%	13%	38%
North Jersey Total		54	22%	30%	17%	11%	20%
South Jersey Total	4-Sep	2	50%	50%	0%	0%	0%
	5-Sep	1	0%	100%	0%	0%	0%
	6-Sep	6	33%	17%	33%	17%	0%
	7-Sep	7	29%	29%	14%	0%	29%
	8-Sep	6	33%	0%	50%	17%	0%
South Jersey Total		22	32%	23%	27%	9%	9%
Grand Total		101	31%	32%	15%	8%	15%

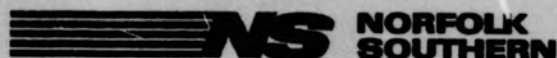


For the week ending 9/8/00

Shared Asset Area Trains Held

area	Sat 02-Sep	Sun 03-Sep	Mon 04-Sep	Tue 05-Sep	Wed 06-Sep	Thu 07-Sep	Fri 08-Sep	Grand Total
North Jersey	4	7	3	3	2	5	3	27
South Jersey	6	4	1	1	2	3	4	21
Detroit	2	2	3	2	0	3	1	13

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	40	58	0	0	98
other	0	117	38	0	0	155
Total	0	157	96	0	0	253

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

NS Northern Region Train Starts and Delays

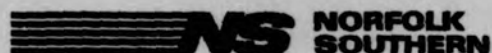
	Saturday 2-Sep	Sunday 3-Sep	Monday 4-Sep	Tuesday 5-Sep	Wednesday 6-Sep	Thursday 7-Sep	Friday 8-Sep	Grand Total
# of Train Starts	238	222	228	240	244	200	75	1447
Delay Cause								
Crew Delays (hrs)	0.5	8.4	2.5	0.0	0.0	0.0	0.0	11.4
Power Delays (hrs)	3.8	0.0	10.0	0.0	14.0	0.0	0.0	27.8

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 2-Sep	Sunday 3-Sep	Monday 4-Sep	Tuesday 5-Sep	Wednesday 6-Sep	Thursday 7-Sep	Friday 8-Sep	average
Fleet Size	3592	3592	3581	3566	3558	3548	3540	3568
available	3416	3427	3410	3374	3372	3358	3371	3390
out of service %	4.9%	4.6%	4.8%	5.4%	5.2%	5.4%	4.8%	5.0%

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



NS Crew Starts and Delays

		Saturday 2-Sep	Sunday 3-Sep	Monday 4-Sep	Tuesday 5-Sep	Wednesday 6-Sep	Thursday 7-Sep	Friday 8-Sep	Grand Total
Allentown	crew starts	10	12	11	14	17	16	18	98
	crews delayed	5	6	5	3	4	6	3	32
Bellevue	crew starts	46	39	31	46	41	43	42	288
	crews delayed	20	16	9	20	16	14	18	113
Buffalo	crew starts	28	26	15	26	26	28	26	175
	crews delayed	9	4	4	4	5	7	4	37
Chicago	crew starts	37	36	30	37	35	36	37	248
	crews delayed	16	11	10	10	9	16	15	87
Cincinnati	crew starts	40	39	20	28	42	34	38	241
	crews delayed	11	2	3	4	9	3	7	39
Cleveland	crew starts	19	17	19	16	16	19	15	121
	crews delayed	9	9	8	7	5	6	4	48
Conway	crew starts	61	55	46	43	48	55	57	385
	crews delayed	19	17	13	11	13	13	13	99
Detroit	crew starts	22	17	7	23	20	24	23	136
	crews delayed	7	6	1	10	9	8	4	45
Elkhart	crew starts	34	35	39	30	36	35	32	241
	crews delayed	11	10	11	7	5	9	9	62
Harrisburg	crew starts	53	50	46	42	51	57	53	352
	crews delayed	22	13	24	9	18	27	25	138
Toledo	crew starts	64	50	41	38	47	56	55	351
	crews delayed	23	10	9	3	10	15	9	79

Notes:

Data source: Employees' "End of Trip" reporting

A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.

Includes all trains for location, whether originating or run-through.

A delayed crew is one delayed two hours or more after coming on duty

NS Northern Region Daily Crew Availability Percentage

	Saturday 2-Sep	Sunday 3-Sep	Monday 4-Sep	Tuesday 5-Sep	Wednesday 6-Sep	Thursday 7-Sep	Friday 8-Sep	average
availability%	79%	77%	80%	83%	83%	83%	82%	81%

Notes:

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

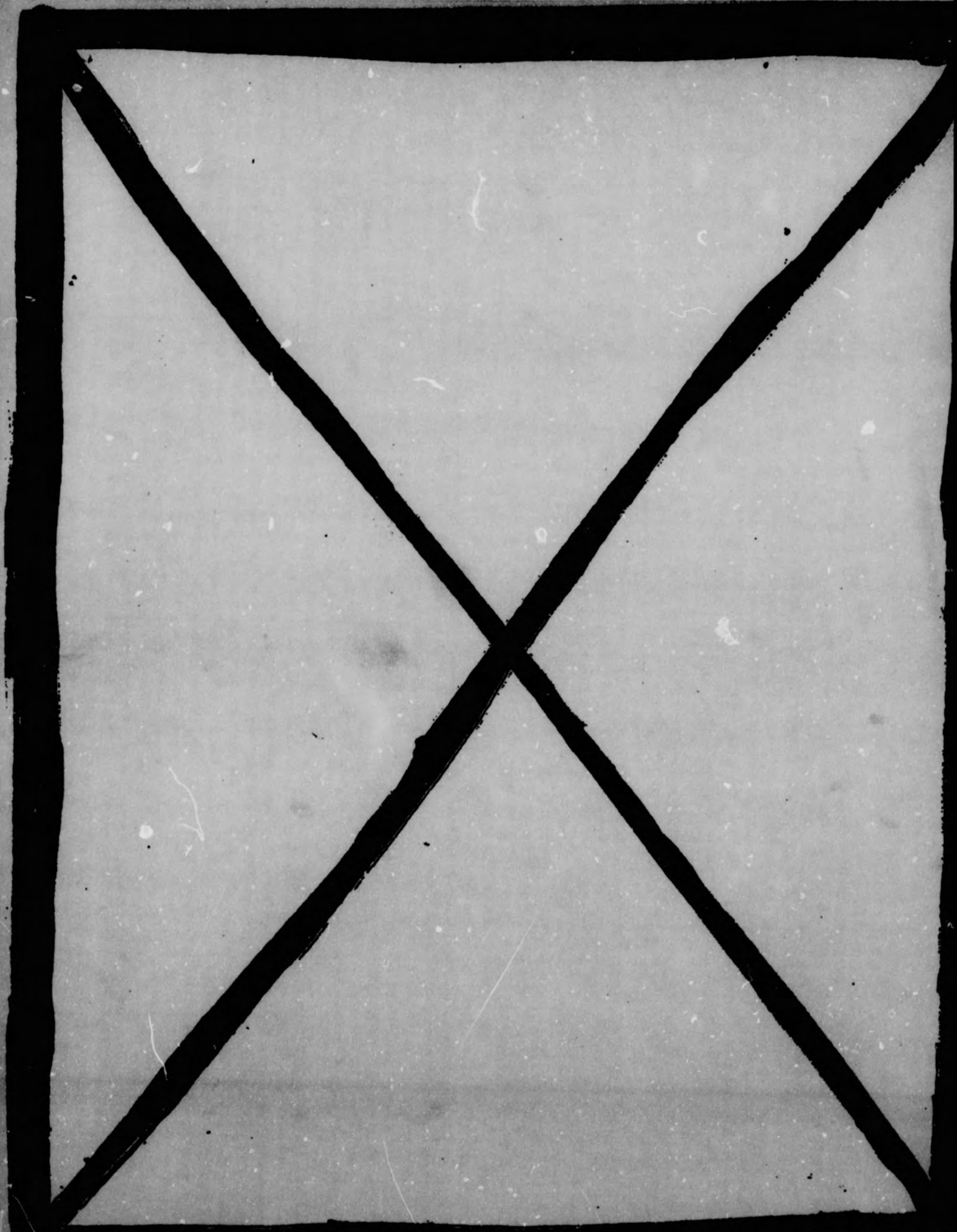
NS Northern Region Crew Starts and Recrews

	Saturday 2-Sep	Sunday 3-Sep	Monday 4-Sep	Tuesday 5-Sep	Wednesday 6-Sep	Thursday 7-Sep	Friday 8-Sep	Grand Total
crew starts	342	306	258	251	301	337	312	2107
recrews	10	10	6	5	4	7	4	46

Notes:

A summary of trains ordered by field transportation using relief crew (recrew) train symbol

Does not include recrews/trains pulled into terminals by yard crews or road crews called and used in regular service



STB

FD-33388

9-12-00

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199715

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SURFACE TRANSPORTATION BOARD

Memorandum

ENTERED
Office of the Secretary

SEP 12 2000

Part of
Public Record

D

DATE: September 12, 2000

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement



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

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

Attachments

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

Maquiling B. Parkerson
Attorney

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

September 11, 2000

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

Dear Mr. Clemens,

Enclosed is Norfolk Southern's Monitoring Report dated August 31, 2000. NS continues to make progress on the projects targeted for completion in the fourth quarter of 2000 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,

Encl sure

Norfolk Southern Corporation

STB Operational Monitoring Report

As of August 31, 2000

Reporting Requirement	Page
Item 1. Labor Implementing Agreements.....	2
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Item 14. Labor Task Forces.....	2

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, 2000

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, 2000

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

Surface Transportation Board Operational Monitoring Report
As of August 31, 2000

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	Project being defined.
				Grading	
			Signal	Const Design Const	
Chicago	IL	Expand and improve 47th St Yard Intermodal Terminal Estimated Completion Date: 4Q00	Track	Design	Complete
				Grade/Pave	In progress
Cloggsville	OH	Track Rehabilitation Estimated Completion Date: Complete	Track	Design	Complete
				Const	Complete
Cloggsville	OH	Construct second main Estimated Completion Date: 4Q00	Track	Design	Complete
				Grading	Complete
				Const	In progress
			Bridge	Design	Complete
			Signal	Const Design Const	Complete Complete In progress
Columbus	OH	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Crockett	VA	Construct 9,100 foot new siding Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
			Signal	Const Design Const	Complete Complete Complete
Croxtton	NJ	Expand and improve intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
E-Rail	NJ	Expand and improve intermodal terminal Estimated Completion Date: 2Q01	Track	Design Grade/Pave	In progress
Erie	PA	Erie Track Realign Project Estimated Completion Date: 4Q01	Track	Design	Complete
				Grading	In progress
			Signal	Const Design Const	In progress Complete In progress

Surface Transportation Board Operational Monitoring Report
As of August 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Surface Transportation Board Operational Monitoring Report

As of August 31, 2000

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	Project being defined.
			Signal	Design Const	
Piney Flats	TN	Extend siding 6,610 feet Estimated Completion Date: Complete	Land Track		Complete Complete
				Grading Const	Complete Complete
			Signal	Design Const	Complete Complete
Port Reading	NJ	Chemical Coast Clearance Projects Estimated Completion Date: Complete	Track	Design Const	Complete Complete
			Bridge	Design Const	Complete Complete
Rader	TN	Extend siding 5,189 feet Estimated Completion Date: Complete	Land Track		Complete Complete
				Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Reading - Philadelphia	PA PA	Traffic Control System and remove pole line Estimated Completion Date: 4Q01	Signal	Design Const	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	Complete Complete
			Building	Const	Complete
Sandusky- Columbus	OH	Double Track: S 13.60 - S 26.00 Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete

Surface Transportation Board Operational Monitoring Report

As of August 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Surface Transportation Board Operational Monitoring Report

As of August 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

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

Surface Transportation Board Operational Monitoring Report
As of August 31, 2000

INFORMATION TECHNOLOGY

Systems and Personnel Training

Operating Area	Project	Status
TRANSPORTATION		
Car Management and Movement	System - Multiple projects	Implementation Complete. Continue to monitor functionality of systems and make program adjustments where necessary.
Includes Thoroughbred Yard Enterprise System (TYES) and Central Yard Operations (CYO) System	Personnel Training	
	Prepare training materials for TYES and CYO	Complete
	Trainer orientation	Complete
	TYES training at Conrail locations	Complete
Train Dispatching	Systems	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, 2000

INFORMATION TECHNOLOGY

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

Note: Bold print indicates changes from previous report.

Note: The Board has asked NS to report on any IT efforts relative to the Southern Tier and the Buffalo area. Although there are no initiatives tailored to a specific area, NS is putting particular emphasis on IT issues systemwide and continues to address them with the rollout of the Thoroughbred Yard Enterprise System, continued monitoring and refining of the NS data system's interaction with the Shared Assets Area systems, and daily monitoring of information quality. These efforts will improve service throughout the NS network, including of course the Southern Tier and the Buffalo area.

Surface Transportation Board Operational Monitoring Report

As of August 31, 2000

CUSTOMER SERVICE

Transition Process

Transition team members for NS in Philadelphia working in Customer Service were released at the end of February. Call volumes have leveled off as general service levels improve and remain at the approximate levels originally projected. The phone trace system, which is an automated feature of our toll-free line that allows a customer to trace the location of its cars by keying in car numbers on the telephone key pad, continues to work as expected.

Personnel

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

Customer Awareness

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

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

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

Note: Bold print indicates changes from previous reports.

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

R.J. Haulter
Assistant Vice President-Integration Planning

August 31, 2000

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

Dear Mr. Clemens:

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

The reports are presented in the following order:

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 Bob Haulter, Assistant Vice President-Integration Planning at CSX Transportation (E-mail: Bob_Haulter@csx.com) if there are any issues that need clarification or explanation. As information, coincident with filing this report with the STB, CSXT has made this report available on our web site (www.csx.com).

Very truly yours,

Bob Haulter

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

Paul R. Hitchcock - J150
Senior Counsel

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

Table of Contents

The reports are presented in the following order:

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

STB OPERATIONAL MONITORING REPORT

As of August 31, 2000

LABOR

Labor Implementing Agreements

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

Labor Management Task Force

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

STB OPERATIONAL MONITORING REPORT

As of August 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

STB OPERATIONAL MONITORING REPORT

As of August 31, 2000

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, 2000

Infrastructure Maintenance and Expansion Report

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

CSXT continues to address capacity limitations on heavy corridors. *We put the siding at Coosa Pines, AL in service on 8/29 and the other two sidings at Franklin, AL and Wadley, AL will be completed next month.* These projects are all designed to improve capacity on the Nashville – Atlanta – Florida corridor where traffic has strained the line's capacity. The primary benefits will be seen in enhanced reliability of transit times, particularly for the intermodal trains in this corridor. *CSXT has commenced a new passing siding project near Canoe, AL between Mobile and Birmingham. While this will ease congestion on line of road, the most significant effect may well be the expected relief it will provide at the Atlanta and Nashville terminals. We will complete the siding at McDaniel, TN next month. In August we began construction on a new connection track at Dearborn, MI. This connection will also be used by the Canadian Pacific. Work continues at Galloway, TN with proposed completion early October.*

STB OPERATIONAL MONITORING REPORT

As of August 31, 2000

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)	N	06/01/01
2)	Aliquippa, PA	Construct 2 industry support tracks	N	06/30/00
3)	Baltimore, MD (Bay View YD)	Add crossover BA Tower	N	09/01/00
4)	Chicago, IL	Barr SD - TCS - Phase II	Y	12/31/00
5)	Chicago, IL	Construct 59 th Street North Lead	Y	06/30/00
6)	Chicago, IL	Construct storage tracks & 3 rd Main at Barr Yard	Y	12/31/00
7)	Chicago, IL	TCS Blue Island SD to 75 th Street	Y	03/31/01
8)	Cleveland, OH	Construct mainline fueling facility at Collinwood Yard	Y	08/30/00
9)	Columbus, OH	Scioto Interlocking w/NS (ODOT project)	N	10/31/00
10)	Coosa Pines, AL	Construct new 11,200' passing siding	Y	08/29/00
11)	East Cleveland, OH	Noise berms, landscaping	Y	06/30/00
12)	East Fostoria, OH	Extend yard/connection lead	Y	Deferred
13)	Erie, PA	NS relocation project	N	Pending
14)	Erie, PA	Replace CSXT bridge decks over B&LE (CSXT work relating to NS relocation project)	N	12/31/00
15)	Fall River, MA	MBTA replacement of 4 undergrade bridges	Y	07/31/00

STB OPERATIONAL MONITORING REPORT

As of August 31, 2000

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

Location	Project	Under Construction	Estimated Completion
16) Feltonville, PA	Extend siding to 20,200'	N	10/31/00
17) Franklin, AL	Construct new 11,200' passing siding	Y	09/15/00
18) Frederick, MD	MARC project	Y	03/31/01
19) Ft. Lauderdale, FL	Construct 45 miles of 2 nd main for TriRail	N	Pending
20) Gallaway, TN	Build siding with 10,000' in clear	N	10/1/00
21) Garrett, IN	Construct Randolph St. underpass	Y	08/30/00
22) Gibraltar, MI	Construct crossover between CSXT and CN	Y	09/30/00
23) Greenwood, SC	Construct double-track to Salak	N	09/29/00
24) Hopkinsville, KY	Install turnouts/signals for new Ft. Campbell lead wye	N	06/30/01
25) Keystone, SC	(Sandpatch to Rockwood, PA)-Upgrade #10 crossovers to power #15's and TCS	N	09/30/00
26) Lacon to Holmes Gap, AL	Add 8 miles of 2 nd main MP 328-MMP336	N	03/30/01
27) Lima, OH	Conrail connection track improvements	Y	05/30/00
28) Louisville, KY	Link Highway Track to Highland Park #2	Y	06/15/00

STB OPERATIONAL MONITORING REPORT

As of August 31, 2000

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

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

STB OPERATIONAL MONITORING REPORT

As of August 31, 2000

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, 2000

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of August 31, 2000

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of August 31, 2000

INFORMATION TECHNOLOGY

Operating Area	Implementation Strategy	Status	Training
Transportation Train Dispatching	<p>Train dispatchers will continue to use current Conrail systems. Phase 1 geographic realignments will separate dispatchers into CSX, NS & SAC entities within current division offices. Phase 1 will complete 90-120 days after Day 1.</p> <p>Phase 2 division realignment will move dispatchers to acquiring road's division. CSX Cleveland East dispatcher in Dearborn, MI will move to CSX headquarters in Indianapolis, IN. CSX Chesapeake & Riverline dispatchers in Mt. Laurel, NJ will move to CSX headquarters in Albany, NY. Phase 2 will complete 90-120 days after an implementing agreement has been reached.</p> <p>Phase 2 moves are contingent upon Phase 1 realignment completion for territory being transferred. Also contingent upon an implementing agreement being in place with the ATDD.</p>	<p>Systems development has been completed and implementation is proceeding on schedule.</p> <p>Phase 1 realignments :</p> <p>Albany, Indianapolis & Philadelphia complete.</p> <p>Dearborn Division started.</p> <p>Dearborn will be complete 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, 2000

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, 2000

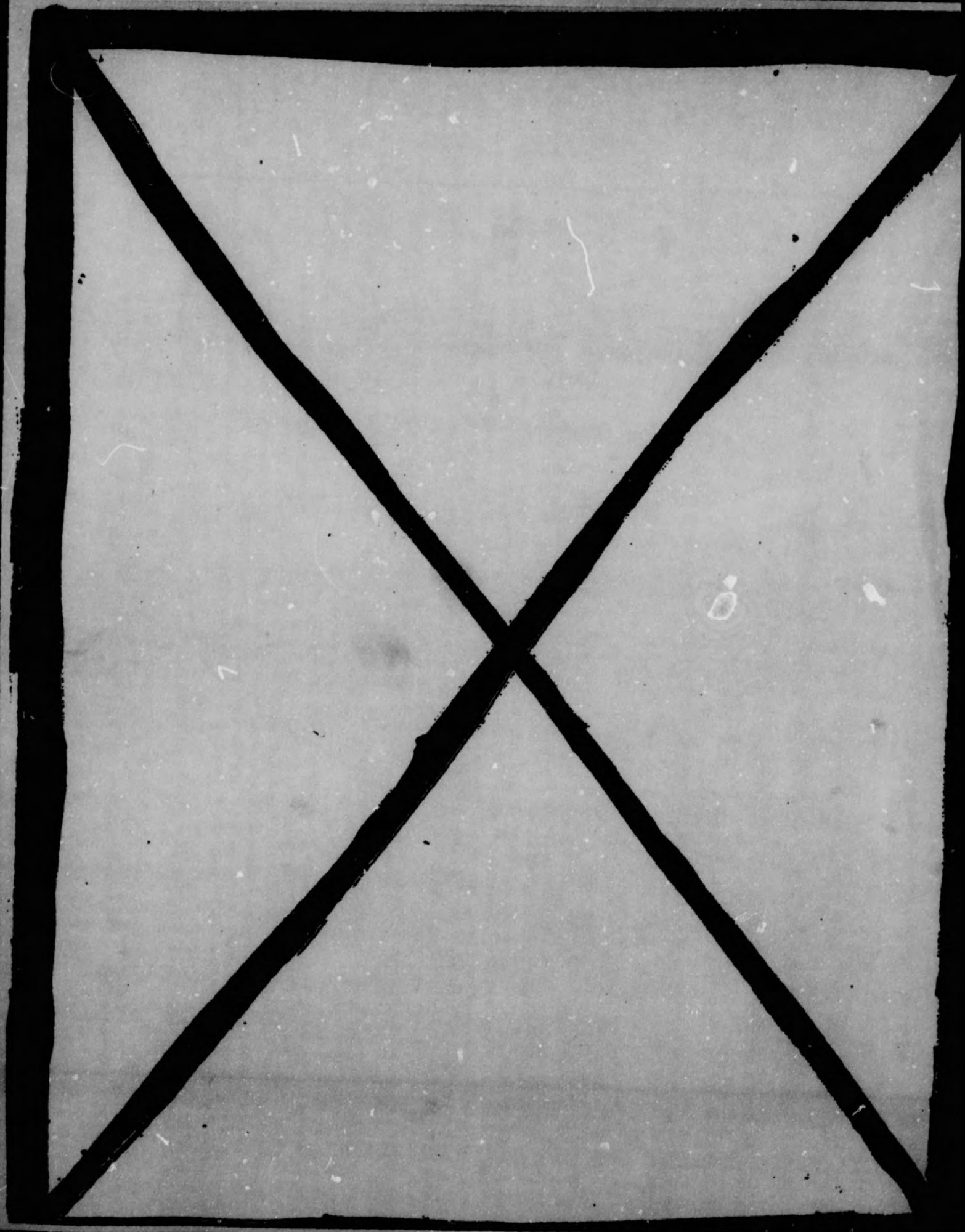
STB Status Submission Report on Training

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.



STB

FD-33388

9-7-00

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SURFACE TRANSPORTATION BOARD

Memorandum



DATE: September 7, 2000

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

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

ENTERED
Office of the Secretary

SEP - 7 2000

Part of
Public Record



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

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

Attachments

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



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Phone (904) 366-4134
Fax (904) 359-1571

T. J. Stephenson
Assistant Vice President -
Service Measurements

September 6, 2000

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

Dear Mr. Clemens:

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

Railroad performance continued its general improvement in almost all categories. The three key measurements of Cars-on-line, car dwell, and train velocity improved for the fourth straight week. Most notably, cars on-line moved from 250,743 to 249,889, a decrease of over 800 cars from the prior week. Overall train velocity improved slightly from 19.7 to 19.8 miles-per-hour. Terminal dwell also improved slightly from 28.1 to 27.5 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

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

Yards and Terminals

Car volumes and dwell times improved at most terminals across the network. Nine of the 14 yards showed an improvement in dwell time from the prior week.

Corridor Performance

Three of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the Chicago to Northeast corridor. Overall, the on-time-to-two-hours-late category moved unfavorably by three percentage points compared to last week, while the percent of trains in the greater-than-six-hours-late category moved unfavorably by one percentage point.

Shared Areas

Daily average on hand cars decreased slightly at Pavonia and Oak Island, and increased slightly at Detroit North Yard. Overall terminal dwell time was 26.4 hours, compared to 24.2 hours last week. For the week, there were a total of 60 trains delayed for CSXT and NS: 40 for crew, 8 for power, and 12 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 792 train starts, daily Train Delay totaled 78 hours for Power and 100 hours for Crew. Crew delays were down slightly from the prior week, but Power delays were up.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 24.5% for the week, up slightly from 24.4% the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 79%, up one percentage point from the prior week.

Daily Number of Recrews Required: Of 1897 crew starts, 98 (5%) were recrews, an unfavorable move of 3 percentage points from the prior week.

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

Locomotives: Gross Locomotives = 4086, Average Available = 3678, and Out-of-Service Ratio = 6.2%, an unfavorable move of 0.4 percentage points from the prior week.

Cars Offered in Interchange: averaged 411 cars daily, of which 62 were allocated to Norfolk Southern. Daily average and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 91% for 90 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to slow orders.

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

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

CSXT set aggressive goals to prepare for the peak fall shipping period. For the 60-day period leading up to the fall peak, CSXT met 12 of the 17 goals. We met targets for cars on-line, overall train velocity, merchandise train velocity, crew duty days, re-crews, on-time originations, 30-hour cars, locomotive delay, right connection, locomotive terminal dwell, leased locomotives out-of-service, and train accidents. Of the 5 goals not met, significant progress was made on two (car dwell and industrial switching). Performance was flat on two (slow orders and personal injuries), and only one (CSXT locomotives out-of-service) trended unfavorably. The efforts put forth over the last two months have positioned CSXT to meet the traditional service challenges of the fall months.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 09/01/00

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 08/28/00	Tuesday 08/29/00	Wednesday 08/30/00	Thursday 08/31/00	Friday 09/01/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	385	297	403	418	344
	Cars On Hand - Empty	394	355	469	461	378
	Cars On Hand - Total	779	652	872	879	722
	Cars Handled	423	404	668	519	636
	Dwell Hours	34.6	29.7	30.2	22.8	24.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	247	227	227	281	161
	Cars On Hand - Empty	282	264	230	305	244
	Cars On Hand - Total	529	491	457	586	405
	Cars Handled	543	319	312	459	354
	Dwell Hours	42.2	25.6	23.0	25.2	24.8
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	126	250	297	307	189
	Cars On Hand - Empty	83	157	148	157	227
	Cars On Hand - Total	209	407	445	464	416
	Cars Handled	190	264	281	270	484
	Dwell Hours	22.3	21.0	19.8	20.5	15.7

CSX Comments: Daily average on hand cars decreased slightly at Pavonia and Oak Island, and increased slightly at Detroit North Yard. Overall terminal dwell time was 26.4 hours, up from 24.2 the prior week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/28/00	08/29/00	08/30/00	08/31/00	09/01/00
North Jersey SAA	Number of Originations	9	12	16	14	14
	% Ontime	56%	25%	31%	21%	21%
	% Late 0-2 Hours	22%	25%	13%	14%	21%
	% Late 2-4 Hours	22%	25%	31%	36%	14%
	% Late 4-6 Hours	0%	8%	13%	14%	21%
	% Late GT 6 Hours	0%	17%	13%	14%	21%
South Jersey SAA	Number of Originations	4	5	7	6	5
	% Ontime	75%	60%	57%	33%	20%
	% Late 0-2 Hours	0%	20%	29%	17%	20%
	% Late 2-4 Hours	0%	0%	0%	50%	0%
	% Late 4-6 Hours	25%	20%	14%	0%	60%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	6	7	6	7
	% Ontime	33%	50%	0%	33%	43%
	% Late 0-2 Hours	33%	50%	86%	50%	43%
	% Late 2-4 Hours	17%	0%	0%	0%	14%
	% Late 4-6 Hours	0%	0%	14%	0%	0%
	% Late GT 6 Hours	17%	0%	0%	17%	0%

CSX Comments: Total road train delays were 60 trains. Crew delays were 40 trains for 200 hours; power 8 trains for 26 hours; originating trains 12 for 149 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	08/28/00	08/29/00	08/30/00	08/31/00	09/01/00	Average
Cars Offered	NS	32	97	69	27	83	62
	All Other	377	368	373	327	302	349
	Total	409	465	442	354	385	411

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	08/28/00	08/29/00	08/30/00	08/31/00	09/01/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	50%	50%	50%	0%	30%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	89%	94%	100%	72%	91%

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	08/26/00	08/27/00	08/28/00	08/29/00	08/30/00	08/31/00	09/01/00	Total
Baltimore	Train Crew Starts	20	9	15	19	18	14	17	112
	Crews Delayed +2 Hours	12	4	9	11	10	8	8	62
	% Delayed +2 Hours	60%	44%	60%	58%	56%	57%	47%	55%
Buffalo	Train Crew Starts	46	39	34	41	39	42	44	285
	Crews Delayed +2 Hours	9	8	5	4	4	5	7	42
	% Delayed +2 Hours	20%	21%	15%	10%	10%	12%	16%	15%
Chicago	Train Crew Starts	21	26	20	30	26	28	25	176
	Crews Delayed +2 Hours	10	13	8	8	7	9	7	62
	% Delayed +2 Hours	48%	50%	40%	27%	27%	32%	28%	35%
Cincinnati	Train Crew Starts	34	39	33	34	38	39	33	250
	Crews Delayed +2 Hours	1	5	6	1	4	4	4	25
	% Delayed +2 Hours	3%	13%	18%	3%	11%	10%	12%	10%
Cleveland	Train Crew Starts	33	26	20	28	21	26	24	178
	Crews Delayed +2 Hours	10	11	6	4	4	7	6	48
	% Delayed +2 Hours	30%	42%	30%	14%	19%	27%	25%	27%
Cumberland	Train Crew Starts	37	31	31	29	38	18	37	221
	Crews Delayed +2 Hours	0	2	2	1	3	2	12	22
	% Delayed +2 Hours	0%	6%	6%	3%	8%	11%	32%	10%
Detroit	Train Crew Starts	7	5	4	6	7	6	5	40
	Crews Delayed +2 Hours	0	1	2	1	2	2	3	11
	% Delayed +2 Hours	0%	20%	50%	17%	29%	33%	60%	28%
Philadelphia	Train Crew Starts	12	8	9	13	9	13	12	76
	Crews Delayed +2 Hours	2	1	2	3	2	3	2	15
	% Delayed +2 Hours	17%	13%	22%	23%	22%	23%	17%	20%
Selkirk	Train Crew Starts	41	33	31	38	44	44	45	276
	Crews Delayed +2 Hours	7	13	6	10	18	10	15	79
	% Delayed +2 Hours	17%	39%	9%	26%	41%	23%	33%	29%
Toledo	Train Crew Starts	28	33	29	30	30	27	33	210
	Crews Delayed +2 Hours	6	10	9	9	5	5	12	56
	% Delayed +2 Hours	21%	30%	31%	30%	17%	19%	36%	27%
Willard	Train Crew Starts	50	42	39	49	45	50	42	317
	Crews Delayed +2 Hours	8	9	12	11	13	11	16	80
	% Delayed +2 Hours	16%	21%	31%	22%	29%	22%	38%	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	08/26/00	08/27/00	08/28/00	08/29/00	08/30/00	08/31/00	09/01/00	Total
Train Delay	Originating Train Starts	117	106	109	99	116	120	125	792
	Delayed Hours - Power	0	0	0	31	41	5	1	78
	Delayed Hours - Crews	28	30	3	1	0	15	23	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	08/26/00	08/27/00	08/28/00	08/29/00	08/30/00	08/31/00	09/01/00	Average
Crew Availability	% Available	77%	75%	79%	81%	81%	81%	79%	79%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	08/26/00	08/27/00	08/28/00	08/29/00	08/30/00	08/31/00	09/01/00	Total
Crews/Recrews	Train Crew Starts	289	250	241	257	289	285	286	1897
	Recrews	4	60	5	2	12	7	8	98
	% Recrewed	1%	2%	2%	1%	4%	2%	3%	5%

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	08/26/00	08/27/00	08/28/00	08/29/00	08/30/00	08/31/00	09/01/00	Average

Locomotives	Gross Fleet Size	4075	4078	4084	4097	4095	4091	4084	4086
	Avg. Number Available	3644	3635	3675	3699	3717	3696	3677	3678
	OOS Ratio	6.2	6.3	6.7	6.4	6.4	6.0	5.7	6.2

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	08/26/00	08/27/00	08/28/00	08/29/00	08/30/00	08/31/00	09/01/00	Average

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

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

George A. Aspatore
General Solicitor

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

September 6, 2000

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

Dear Mr. Clemens:

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

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

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

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

September 6, 2000

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

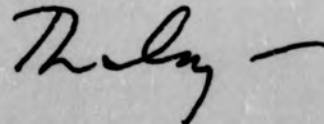
Dear Mr. Clemens:

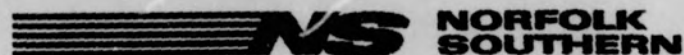
Norfolk Southern's performance metrics show the following changes: the number of cars on line decreased; the average train speed decreased insignificantly; and the average terminal dwell increased slightly. On the monitored corridors and Chicago gateway operations, 36 trains were held for terminal congestion, 23 trains were held for crews, and 9 trains were held for power. All metrics remain within normal operating range.

With respect to our customer service hotline in Buffalo, NS received one call over the two-week period. The issue raised should be resolved shortly.

In the Shared Assets Areas, daily average on-hand car volume decreased slightly at Pavonia and Oak Island, while increasing at North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased from the prior week: 40 trains were delayed 200 hours for lack of crews and 8 trains were delayed for 26 hours awaiting power. Twelve originating trains were delayed a total of 149 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,

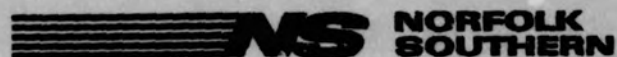
A handwritten signature in dark ink, appearing to read "Th. Long" followed by a horizontal line.



For the week ending 9/1/00

Shared Asset Area - Yard Performance

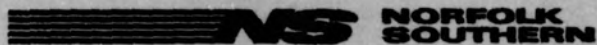
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	8/28/00	850	83	126	209	190	22.3
	8/29/00	850	157	250	407	264	21.0
	8/30/00	850	148	297	445	281	19.8
	8/31/00	850	157	307	464	270	20.5
	9/1/00	850	227	189	416	484	15.7
North Yard MI Average		850	154	234	388	298	19.1
Oak Island NJ	8/28/00	1200	394	385	779	433	34.6
	8/29/00	1200	355	297	652	404	29.7
	8/30/00	1200	469	403	872	668	30.2
	8/31/00	1200	461	418	879	519	22.8
	9/1/00	1200	378	344	722	636	24.8
Oak Island NJ Average		1200	411	369	781	532	28.1
Pavonia NJ	8/28/00	900	282	247	529	543	42.2
	8/29/00	900	264	227	491	319	25.6
	8/30/00	900	230	227	457	312	23.0
	8/31/00	900	305	281	586	459	25.2
	9/1/00	900	244	161	405	354	24.8
Pavonia Average		900	265	229	494	397	29.5



For the week ending 9/1/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	28-Aug	6	33%	33%	17%	0%	17%
	29-Aug	6	50%	50%	0%	0%	0%
	30-Aug	7	0%	86%	0%	14%	0%
	31-Aug	6	33%	50%	0%	0%	17%
	1-Sep	7	43%	43%	14%	0%	0%
Detroit Total		32	31%	53%	6%	3%	6%
North Jersey Total	28-Aug	9	56%	22%	22%	0%	0%
	29-Aug	12	25%	25%	25%	8%	17%
	30-Aug	16	31%	13%	31%	13%	13%
	31-Aug	14	21%	14%	36%	14%	14%
	1-Sep	14	21%	21%	14%	21%	21%
North Jersey Total		65	29%	18%	26%	12%	14%
South Jersey Total	28-Aug	4	75%	0%	0%	25%	0%
	29-Aug	5	60%	20%	0%	20%	0%
	30-Aug	7	57%	29%	0%	14%	0%
	31-Aug	6	33%	17%	50%	0%	0%
	1-Sep	5	20%	20%	0%	60%	0%
South Jersey Total		27	48%	19%	11%	22%	0%
Grand Total		124	34%	27%	18%	12%	9%

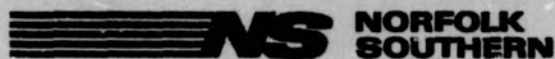


For the week ending 9/1/00

Shared Asset Area Trains Held

area	Sat 26-Aug	Sun 27-Aug	Mon 28-Aug	Tue 29-Aug	Wed 30-Aug	Thu 31-Aug	Fri 01-Sep	Grand Total
North Jersey	6	6	5	4	2	3	9	35
South Jersey	3	2	6	1	1	1	2	16
Detroit	2	1	2	3	1	3	4	16

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



NS Cars Offered in Interchange but not Accepted

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

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

NS Northern Region Train Starts and Delays

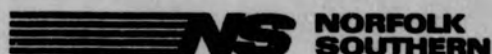
	Saturday 26-Aug	Sunday 27-Aug	Monday 28-Aug	Tuesday 29-Aug	Wednesday 30-Aug	Thursday 31-Aug	Friday 1-Sep	Grand Total
# of Train Starts	245	227	238	242	257	187	233	1629
Delay Cause								
Crew Delays (hrs)	0.0	19.8	3.3	0.0	0.0	0.0	5.5	28.5
Power Delays (hrs)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 26-Aug	Sunday 27-Aug	Monday 28-Aug	Tuesday 29-Aug	Wednesday 30-Aug	Thursday 31-Aug	Friday 1-Sep	average
Fleet Size	3541	3564	3516	3531	3577	3571	3588	3555
available	3357	3375	3321	3361	3425	3423	3433	3385
out of service %	5.2%	5.3%	5.5%	4.8%	4.2%	4.1%	4.3%	4.8%

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



NS Crew Starts and Delays

		Saturday 26-Aug	Sunday 27-Aug	Monday 28-Aug	Tuesday 29-Aug	Wednesday 30-Aug	Thursday 31-Aug	Friday 1-Sep	Grand Total
Allentown	crew starts	11	10	15	16	19	19	16	106
	crews delayed	3	3	0	5	6	4	3	24
Bellevue	crew starts	44	50	39	44	43	44	46	310
	crews delayed	24	19	15	16	26	24	21	145
Buffalo	crew starts	29	20	25	27	32	27	27	187
	crews delayed	3	3	4	2	5	3	6	26
Chicago	crew starts	34	32	35	32	32	33	33	231
	crews delayed	13	17	12	13	11	12	16	94
Cincinnati	crew starts	36	35	25	32	46	38	35	247
	crews delayed	1	5	3	5	10	6	7	37
Cleveland	crew starts	15	14	20	19	14	18	21	121
	crews delayed	4	8	8	11	4	6	8	49
Conway	crew starts	56	49	35	49	57	59	50	355
	crews delayed	7	16	12	13	18	21	11	98
Detroit	crew starts	22	12	17	20	25	22	20	138
	crews delayed	7	5	3	6	9	6	6	42
Elkhart	crew starts	32	36	42	34	33	36	33	246
	crews delayed	6	14	12	15	12	11	6	76
Harrisburg	crew starts	62	49	46	53	56	56	64	386
	crews delayed	32	20	15	22	24	24	30	167
Toledo	crew starts	55	57	49	49	57	58	54	379
	crews delayed	8	13	7	11	18	16	16	89

Notes:

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 26-Aug	Sunday 27-Aug	Monday 28-Aug	Tuesday 29-Aug	Wednesday 30-Aug	Thursday 31-Aug	Friday 1-Sep	average
availability%	77%	76%	80%	82%	82%	83%	82%	80%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 26-Aug	Sunday 27-Aug	Monday 28-Aug	Tuesday 29-Aug	Wednesday 30-Aug	Thursday 31-Aug	Friday 1-Sep	Grand Total
crew starts	318	296	286	307	332	329	336	2206
recrews	10	9	7	10	15	12	15	78

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

