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SURFACE TRANSPORTATION BOARD

# Memorandum

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Office of the Secretary

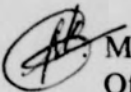
MAY 25 2000

Part of  
Public Record

DATE: May 25, 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

May 24, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, May 19<sup>th</sup>.

This week showed improvement in cars on-line, system velocity, and terminal dwell. Average daily total cars on line decreased over a thousand cars, from 265,812 to 264,603. Terminal dwell was down slightly from 30.9 to 30.7 hours. Overall train velocity increased from 17.3 to 17.6 miles-per-hour. These three measurements are indicative of the overall improvements in the operational situation on CSXT.

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

#### **Chicago Gateway Operations**

Congestion over the railroad leading into the Chicago gateway contributed to a decline in performance. The on-time delivery performance measure moved unfavorable for the second week in a row, this week by eight percentage points.

#### **Yards and Terminals**

Car volume continued to be strong, yet overall dwell hours improved slightly across the network, from 30.0 to 29.3 hours compared to the prior week. Nine of the 14 reported terminals showed an improvement in terminal dwell.

### **Corridor Performance**

Five of the six corridors showed an improvement compared to the prior week. The best train performance during this week was the East St. Louis to Northeast corridor. Second place belonged to Chicago to Northeast corridor. Overall, the on-time-to-two-hours-late category moved favorably to 56%, up three percentage points from the prior week. The percent of trains in the greater-than-six-hours-late category remained steady.

### **Shared Areas**

Daily average on hand cars increased at Oak Island and Pavonia and decreased slightly at North Yard. North Yard's lower count reflects lower end-of-week volumes. Corresponding elapsed times for those days suggests fluid operations. Overall terminal dwell time was 28.1 hours, up slightly from last week's 27.2. Road train delays for crew and power increased over the prior week. For the week, there were a total of 56 trains delayed for CSXT and NS: 25 for crew, 24 for power, and 7 for late arrivals.

### **Additional Measurements**

**Train Delay Metric:** For 824 train starts, average daily Train Delay totaled 242 hours for Power and 187 hours for Crew. Train starts were up slightly, while Power and Crew delays were slightly lower than the previous week.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 27.6% for the week, a slight decrease from the prior week.

**Daily Crew Availability Percentage:** Crew Availability Percentage remained steady at 82%. Crew availability remains at a very healthy level and the number of crews assigned and available at each supply point is generally adequate and stable.

**Daily Number of Recrews Required:** Of 1933 crew starts, 893 (5%) were recrews, which is up one percentage point over the prior week.

**Shared Asset Areas Train Delay Metric:** SAA Train Delays averaged two trains for Detroit and South Jersey, up one train at each location from the prior week. An average of three trains were delayed at North Jersey.

**Locomotives:** Gross Locomotives = 4343, Average Available = 3871, and Out-of-Service Ratio = 5.6%, down slightly (favorable) from the prior week.

**Cars Offered in Interchange:** averaged 249 cars daily, of which 61 were allocated to Norfolk Southern. This was an unfavorable move in both categories compared to the prior week.

**Blocked Sidings or Multiple Main Lines:** Per the STB approval letter of May 19, 2000, this number will no longer be reported. Stable railroad operations drove the



number of blocked sidings or multiple main lines close to zero. There were none reported this week. Other measurements of railroad fluidity, such as cars-on-line, dwell, and train velocity, will continue to be reported from automated data. These more accurately reflect the situation than the very small number of blocked sidings, which had been manually calculated.

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh - Washington) and 90% for 90 MARC trains (West Virginia - Washington). This is a significant improvement in the AMTRAK performance from last week and reflects the clearing up of slow orders on this line segment.

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

Last week's letter included a discussion of Willard Yard. This week, we would highlight another northern location which formerly was a matter of high concern. Once a prime example of post-integration congestion, Toledo is now turning in excellent performance numbers as one of the most-improved terminals on the railroad. Car dwell has dropped to about 25 hours from a high of more than 50 hours last fall. On-time originations have been around 90 percent in recent months, compared with less than 40 percent last year. In addition, safety has improved dramatically, with the terminal going injury free for three months. Local people point to the combination of labor/management cooperation, additional resources, refinements to the operating plan, and plan hard work by everyone in the terminal as the key to the turnaround. A terminal labor/management team contributed to Toledo's fluidity by suggesting ways to use crews more efficiently, both within the yard and on the line of road. Meanwhile, additional employees have gone on duty in the terminal, and locomotive resources have increased.

The combination of former Conrail tracks, former CSXT tracks, and dock facilities in the city gives Toledo as much trackage as any CSX terminal on our railroad. That size and complexity has been a challenge, as has the blending of cultures at the two major yards - Conrail's Stanley and CSXT's Walbridge. Employees note, however, that there is now a single team in Toledo, setting records and contributing significantly to the improvement in CSXT system-wide numbers.

The numbers reported in this letter contribute to a sustained trend of improvement in CSXT operations. We anticipate continued movement in the same favorable direction.

Sincerely,

T. J. Stephenson

Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 05/19/00

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	331	229	436	321	285
	Cars On Hand - Empty	309	323	402	339	338
	Cars On Hand - Total	640	552	838	660	623
	Cars Handled	433	295	673	421	452
	Dwell Hours	38.0	30.6	25.1	27.3	29.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	225	209	417	308	365
	Cars On Hand - Empty	255	206	293	480	448
	Cars On Hand - Total	480	415	710	788	813
	Cars Handled	305	228	403	386	452
	Dwell Hours	52.4	35.0	21.2	21.6	26.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	217	260	230	137	225
	Cars On Hand - Empty	199	142	76	100	74
	Cars On Hand - Total	416	402	306	237	299
	Cars Handled	251	303	275	237	304
	Dwell Hours	30.4	31.0	24.6	18.4	12.3

**CSX Comments:** Daily average on hand cars increased at Oak Island and Pavonia and decreased slightly at North Yard. North Yard's lower count reflects lower end-of-week volumes. Corresponding elapsed times for those days suggests fluid operations. Overall terminal dwell time was 28.1 hours, up slightly from last week's 27.2. The chief driver of performance was a slight change in mix away from outbound unit train traffic at Pavonia.

## Surface Transportation Board

### Performance Measures

For the week ending: 05/19/00

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00
North Jersey SAA	Number of Originations	10	13	17	14	8
	% Ontime	0%	15%	6%	7%	25%
	% Late 0-2 Hours	20%	31%	12%	29%	13%
	% Late 2-4 Hours	40%	31%	41%	29%	13%
	% Late 4-6 Hours	10%	15%	6%	14%	13%
	% Late GT 6 Hours	30%	8%	35%	21%	38%
South Jersey SAA	Number of Originations	4	7	6	7	3
	% Ontime	25%	43%	50%	29%	0%
	% Late 0-2 Hours	0%	0%	0%	14%	0%
	% Late 2-4 Hours	0%	0%	33%	14%	0%
	% Late 4-6 Hours	25%	43%	17%	14%	33%
	% Late GT 6 Hours	50%	14%	0%	29%	67%
Detroit SAA	Number of Originations	6	6	10	2	7
	% Ontime	50%	0%	20%	0%	43%
	% Late 0-2 Hours	50%	50%	30%	100%	14%
	% Late 2-4 Hours	0%	33%	20%	0%	29%
	% Late 4-6 Hours	0%	0%	0%	0%	14%
	% Late GT 6 Hours	0%	17%	30%	0%	0%

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



## Surface Transportation Board

### Performance Measures

For the week ending: 05/19/00

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00	Average
Cars Offered	NS	80	121	12	93	0	61
	All Other	157	173	173	144	294	88
	Total	237	294	185	237	294	249

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

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00	Total
Blocked	Sidings	0	0	0	0	0	0
	Multiple Main Lines	0	0	0	0	0	0
	Total	0	0	0	0	0	0

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	50%	50%	100%	60%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	68%	94%	89%	100%	90%

AMTK measured according to contract with CSXT.

# Surface Transportation Board

## Performance Measures

For the week ending: 05/19/00

### CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	05/13/00	05/14/00	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00	Total
Baltimore	Train Crew Starts	13	17	11	16	16	20	17	110
	Crews Delayed +2 Hours	8	13	4	13	8	10	11	67
	% Delayed +2 Hours	62%	76%	36%	81%	50%	50%	65%	61%
Buffalo	Train Crew Starts	35	34	26	46	36	41	42	260
	Crews Delayed +2 Hours	7	11	7	6	8	7	11	57
	% Delayed +2 Hours	20%	32%	27%	13%	22%	17%	26%	22%
Chicago	Train Crew Starts	22	26	23	23	26	28	24	172
	Crews Delayed +2 Hours	6	13	7	9	5	9	9	58
	% Delayed +2 Hours	27%	50%	30%	39%	19%	32%	38%	34%
Cincinnati	Train Crew Starts	36	34	34	32	34	34	34	238
	Crews Delayed +2 Hours	8	3	2	1	4	2	4	24
	% Delayed +2 Hours	22%	9%	6%	3%	12%	6%	12%	10%
Cleveland	Train Crew Starts	25	26	23	27	33	25	26	185
	Crews Delayed +2 Hours	9	13	9	7	15	7	12	72
	% Delayed +2 Hours	36%	50%	39%	26%	45%	28%	46%	39%
Cumberland	Train Crew Starts	33	25	32	33	25	29	29	206
	Crews Delayed +2 Hours	2	2	6	7	6	6	5	34
	% Delayed +2 Hours	6%	8%	19%	21%	24%	21%	17%	17%
Detroit	Train Crew Starts	4	6	6	6	6	8	6	42
	Crews Delayed +2 Hours	0	0	2	2	3	2	2	11
	% Delayed +2 Hours	0%	0%	33%	33%	50%	25%	33%	26%
Philadelphia	Train Crew Starts	8	4	5	8	5	5	5	40
	Crews Delayed +2 Hours	3	3	2	1	1	3	1	14
	% Delayed +2 Hours	38%	75%	40%	13%	20%	60%	20%	35%
Selkirk	Train Crew Starts	34	33	30	38	33	37	39	244
	Crews Delayed +2 Hours	12	15	6	12	11	6	12	74
	% Delayed +2 Hours	35%	45%	20%	32%	33%	16%	31%	30%
Toledo	Train Crew Starts	34	21	25	32	24	33	28	197
	Crews Delayed +2 Hours	5	7	17	11	5	6	6	57
	% Delayed +2 Hours	15%	33%	68%	34%	21%	18%	21%	29%
Willard	Train Crew Starts	39	46	35	41	41	39	43	284
	Crews Delayed +2 Hours	5	19	10	8	8	14	14	78
	% Delayed +2 Hours	13%	41%	29%	20%	20%	36%	33%	27%

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



## Surface Transportation Board

### Performance Measures

For the week ending: 05/19/00

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	05/13/00	05/14/00	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00	Total
Train Delay	Originating Train Starts	114	114	102	122	133	118	121	824
	Delayed Hours - Power	12	0	58	10	53	87	22	242
	Delayed Hours - Crews	48	34	25	7	6	29	38	187

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	05/13/00	05/14/00	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00	Average
Crew Availability	% Available	82%	79%	81%	83%	84%	83%	84%	82%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	05/13/00	05/14/00	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00	Total
Crews/Recrews	Train Crew Starts	283	235	233	300	290	308	284	1933
	Recrews	12	11	8	11	9	13	25	89
	% Recrewed	4%	5%	3%	4%	3%	4%	9%	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

For the week ending: 05/19/00

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	05/13/00	05/14/00	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00	Average
Locomotives	Gross Fleet Size	4358	4381	4381	4338	4324	4310	4306	4343
	Avg. Number Available	3870	3853	3907	3855	3882	3862	3871	3871
	OOS Ratio	5.6	5.6	5.7	5.5	5.5	5.6	5.9	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	05/13/00	05/14/00	05/15/00	05/16/00	05/17/00	05/18/00	05/19/00	Average
Train Delay	Philadelphia/South Jersey	2	1	1	1	2	5	4	2
	North Jersey	2	2	6	5	3	3	3	3
	Detroit	1	4	4	1	2	2	2	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](mailto:gaaspato@nscorp.com)

May 24, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending May 19, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains He'd in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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.  
May 24, 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

May 24, 2000

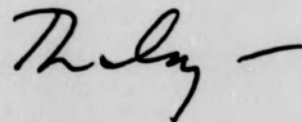
Mr. Melvin F. Clemens, Jr.  
Director, Office of Compliance and Enforcement  
Surface Transportation Board  
1925 K Street, NW  
Washington, D.C. 20423-0001

Dear Mr. Clemens:

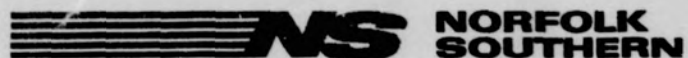
Norfolk Southern's performance metrics improved over those from the prior week. The number of cars on line decreased; the average train speed increased; and the average terminal dwell decreased marginally. On the monitored corridors and Chicago gateway operations, 82 trains were held for terminal congestion, 28 trains were held for crews, and 14 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volumes increased at Oak Island and Pavonia and decreased slightly at North Yard. Overall average terminal dwell time increased. Road train delays for crews and power increased over the prior week: 24 trains were delayed for 286 hours for lack of power and 25 trains were delayed 204 hours awaiting crews. Seven originating trains were delayed for 32 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 60% of the train delay hours in the SAAs.

Sincerely,





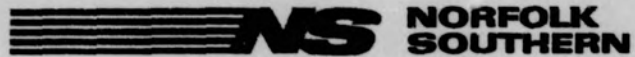


For the week ending 5/19/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	5/15/00	850	199	217	416	251	30.4
	5/16/00	850	142	260	402	303	31.0
	5/17/00	850	76	230	306	275	24.6
	5/18/00	850	100	137	237	237	18.4
	5/19/00	850	74	225	299	304	12.3
North Yard MI Average		850	118	214	332	274	23.3
Oak Island NJ	5/15/00	1200	309	331	640	433	38.0
	5/16/00	1200	323	229	552	295	30.6
	5/17/00	1200	402	436	838	673	25.1
	5/18/00	1200	339	321	660	421	27.3
	5/19/00	1200	338	285	623	452	29.5
Oak Island NJ Average		1200	342	320	663	455	29.5
Pavonia NJ	5/15/00	900	255	225	480	305	52.4
	5/16/00	900	206	209	415	228	35.0
	5/17/00	900	293	417	710	403	21.2
	5/18/00	900	480	308	788	386	21.6
	5/19/00	900	448	365	813	452	26.9
Pavonia Average		900	336	305	641	355	29.9

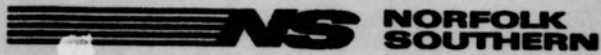




For the week ending 5/19/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	5/15/00	6	50%	50%	0%	0%	0%
	5/16/00	6	0%	50%	33%	0%	17%
	5/17/00	10	20%	30%	20%	0%	30%
	5/18/00	2	0%	100%	0%	0%	0%
	5/19/00	7	43%	14%	29%	14%	0%
Detroit Total		31	26%	39%	19%	3%	13%
North Jersey Total	5/15/00	10	0%	20%	40%	10%	30%
	5/16/00	13	15%	31%	31%	15%	8%
	5/17/00	17	6%	12%	41%	6%	35%
	5/18/00	14	7%	29%	29%	14%	21%
	5/19/00	8	25%	13%	13%	13%	38%
North Jersey Total		62	10%	21%	32%	11%	26%
South Jersey Total	5/15/00	4	25%	0%	0%	25%	50%
	5/16/00	7	43%	0%	0%	43%	14%
	5/17/00	6	50%	0%	33%	17%	0%
	5/18/00	7	29%	14%	14%	14%	29%
	5/19/00	3	0%	0%	0%	33%	67%
South Jersey Total		27	33%	4%	11%	26%	26%
Grand Total		120	19%	22%	24%	13%	23%

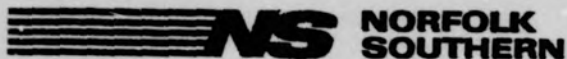


For the week ending 5/19/00

**Shared Asset Area Trains Held**

area	Sat 13-May	Sun 14-May	Mon 15-May	Tue 16-May	Wed 17-May	Thu 18-May	Fri 19-May	Grand Total
North Jersey	2	2	6	5	3	3	3	24
South Jersey	2	1	1	1	2	5	4	16
Detroit	1	4	4	1	2	2	2	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	20	0	0	0	0	20
other	0	201	0	0	0	201
<b>Total</b>	<b>20</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>

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

### NS Northern Region Train Starts and Delays

	Saturday 13-May	Sunday 14-May	Monday 15-May	Tuesday 16-May	Wednesday 17-May	Thursday 18-May	Friday 19-May	Grand Total
# of Train Starts	224	218	222	250	260	250	205	1629
<b>Delay Cause</b>								
Crew Delays (hrs)	0.0	0.0	0.0	1.3	0.0	0.0	20.0	21.3
Power Delays (hrs)	6.5	6.5	16.5	29.4	57.5	0.0	26.3	142.7

The delay numbers are expressed in hours

### NS Blocked Sidings and Multiple Mainlines

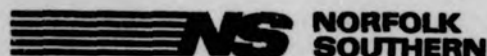
Track	Monday 15-May	Tuesday 16-May	Wednesday 17-May	Thursday 18-May	Friday 19-May	total
Multiple Main	0	0	0	0	0	0
Siding	0	0	0	0	0	0
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

### Locomotive Fleet Statistics

	Saturday 13-May	Sunday 14-May	Monday 15-May	Tuesday 16-May	Wednesday 17-May	Thursday 18-May	Friday 19-May	average
<b>Fleet Size</b>	3525	3516	3515	3522	3487	3492	3529	3512
<b>available</b>	3341	3339	3332	3359	3323	3329	3351	3339
<b>out of service %</b>	5.2%	5.0%	5.2%	4.6%	4.7%	4.7%	5.0%	4.9%

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



### NS Crew Starts and Delays

		Saturday 13-May	Sunday 14-May	Monday 15-May	Tuesday 16-May	Wednesday 17-May	Thursday 18-May	Friday 19-May	Grand Total
Allentown	crew starts	11	13	19	16	18	19	18	114
	crews delayed	3	3	2	4	8	5	5	30
Bellevue	crew starts	41	38	32	41	49	35	42	278
	crews delayed	18	12	16	16	19	12	22	115
Buffalo	crew starts	23	21	29	27	29	29	27	185
	crews delayed	7	7	7	5	6	8	6	46
Chicago	crew starts	36	29	32	32	37	32	36	234
	crews delayed	17	12	8	10	12	10	17	86
Cincinnati	crew starts	37	38	26	38	34	36	41	250
	crews delayed	11	8	4	11	8	6	9	57
Cleveland	crew starts	20	15	20	11	19	20	19	124
	crews delayed	7	5	6	7	7	10	4	46
Conway	crew starts	55	48	45	53	58	55	56	370
	crews delayed	17	14	13	13	14	15	17	103
Detroit	crew starts	18	16	20	21	23	20	23	141
	crews delayed	2	6	3	5	5	11	6	38
Elkhart	crew starts	40	35	31	39	49	31	40	265
	crews delayed	11	13	10	15	10	8	7	74
Harrisburg	crew starts	53	50	46	55	62	60	61	387
	crews delayed	18	15	13	13	21	12	21	113
Toledo	crew starts	62	50	48	55	64	57	59	395
	crews delayed	16	16	9	16	16	12	16	101

**Notes:**

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

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

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

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 13-May	Sunday 14-May	Monday 15-May	Tuesday 16-May	Wednesday 17-May	Thursday 18-May	Friday 19-May	average
availability%	77%	76%	79%	75%	83%	81%	75%	78%

**Notes:**

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

### NS Northern Region Crew Starts and Recrews

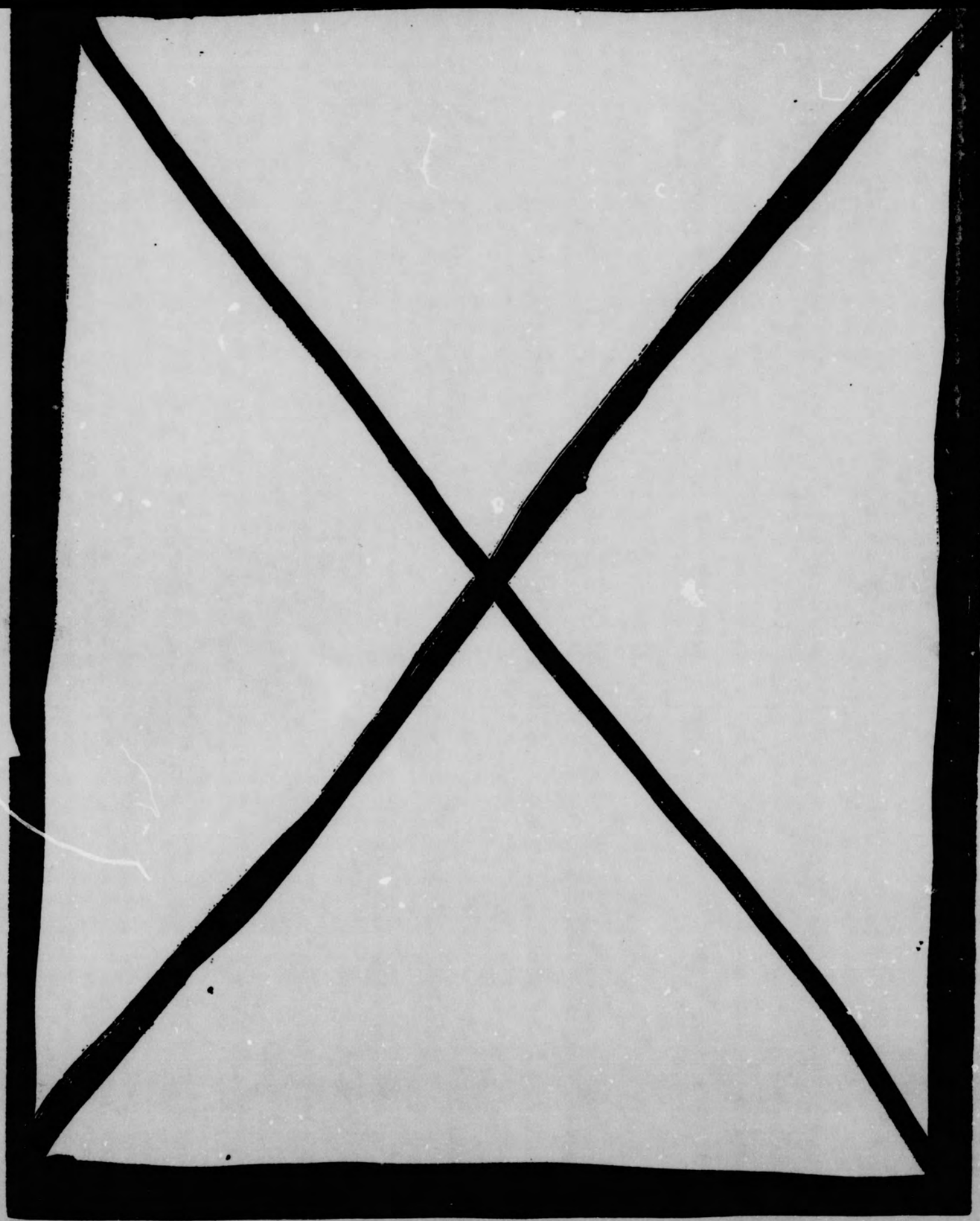
	Saturday 13-May	Sunday 14-May	Monday 15-May	Tuesday 16-May	Wednesday 17-May	Thursday 18-May	Friday 19-May	Grand Total
crew starts	322	293	275	350	313	324	355	2232
recrews	12	11	7	8	14	11	8	71

**Notes:**

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

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





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FD-33388

5-23-00

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**NORFOLK  
SOUTHERN**

198745

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

**Maquiling B. Parkerson  
Attorney**

Writer's Direct Dial Number

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

May 22, 2000

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MAY 23 2000

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

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

Dear Mr. Williams:

Pursuant to Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, applicants Norfolk Southern Corporation and Norfolk Southern Railway Company ("NS") hereby submit the attached three reports and 25 copies of each reflecting the origins, destinations, and routings for the truck traffic at the intermodal terminal at Croxton, New Jersey, which was allocated to NS pursuant to the Conrail transaction. Each month, traffic was surveyed for two non-consecutive days, for a total of six survey days per report.

This package contains three reports containing survey results from the third and fourth quarters of 1999 and the first quarter of 2000. Due to an administrative oversight, NS did not file reports for both the third and fourth quarters of 1999, despite the fact that the surveys were being taken. I have included those two reports as well as the report for the most recently concluded quarter of 2000.

Please do not hesitate to call me if you have any questions regarding the enclosed reports.

Respectfully,

Enclosures

Mr. Vernon A. Williams

May 22, 2000

Page 2

CC: Melvin F. Clemens, Jr. (w/ 1 copy of each enclosure)

Nancy Beiter (w/o enclosures) – Under a separate cover, I have forwarded to you all reports filed to date.

Norfolk Southern Corporation  
Intermodal Terminal Report No. 3  
Croxtan Intermodal Terminal (NJIT).

Surveying for July, August and September 1999

ST	CITY	INBOUND	OUTBOUND	TOTAL
CT	Unknown	2		2
MA	NEW BEDFORD	1		1
MA	Unknown	1		1
ME	ROCKLAND		2	2
ME	Unknown		1	1
NY	BRONX	5	9	14
NY	BROOKLYN	4	4	8
NY	LONG ISLAND	4	8	12
NY	MANHATTAN	6	1	7
NY	MONTGOMERY	1		1
NY	MT. VERNON	1		1
NY	QUEENS	3	1	4
NY	STATEN ISLAND	1		1
NY	Unknown	2		2
	Unknown	4	2	6
<hr/>				
George Washington		35	28	63
<hr/>				
George Washington		35	28	63
Tappan Zee		15	6	21
Staten Island Crossings		11	20	31
Manhattan Tunnels		19	9	28
Other		3	0	3
Unknown		3	5	8
<hr/>				
East of Hudson		86	68	154
West of Hudson		440	450	890
Unknown		2	11	13
<hr/>				
GRAND TOTAL		528	529	1057



These results reported for Croxtan are for loaded units entering and exiting the terminal.

Norfolk Southern Corporation  
Intermodal Terminal Report No. 4  
Croxtan Intermodal Terminal (NJIT).

Surveying for Oct., Nov., Dec. 1999



ST CITY	INBOUND	OUTBOUND	TOTAL
Unknown	5	9	14
CT DANBURY		1	1
CT EAST GRANBY	3		3
CT EAST HARTFORD	2	1	3
CT NEW HAVEN		1	1
CT ORANGE			
CT WALLINGFORD			
CT WINDSOR LOCKS	4	2	6
MA ALSTON	1		
MA CHELMSFORD	2		
MA FALL RIVER		3	
MA LENOX	2		2
MA NORTH DARTHMOUTH	1	2	3
MA SOUTH BORO	2		2
MA SOUTHLEE	1		1
MA Unknown	1		1
MA WORCESTER	1		1
ME ROCKLAND	1		1
ME Unknown	3	5	8
NY BRONX	1		1
NY BROOKLYN		2	2
NY HICKSVILLE		2	2
NY LONG ISLAND	2	1	3
NY MANHATTEN	1	3	4
NY PORT CHESTER	1	3	4
NY QUEENS	2	3	5
NY STATEN ISLAND	1	1	2
NY SUFFERN	1		1
NY Unknown	16	10	26
RI Unknown		3	3
<hr/>			
George Washington	54	52	106
<hr/>			
George Washington	54	52	106
Tappan Zee	32	15	47
Staten Island Crossings	40	38	78
Manhattan Tunnels	19	22	41
Other	27	31	58
<hr/>			
East of Hudson	172	158	330
West of Hudson	953	827	1,780
<hr/>			
GRAND TOTAL	1,125	985	2,110

These results reported for Croxtan are for loaded units entering and exiting the terminal.



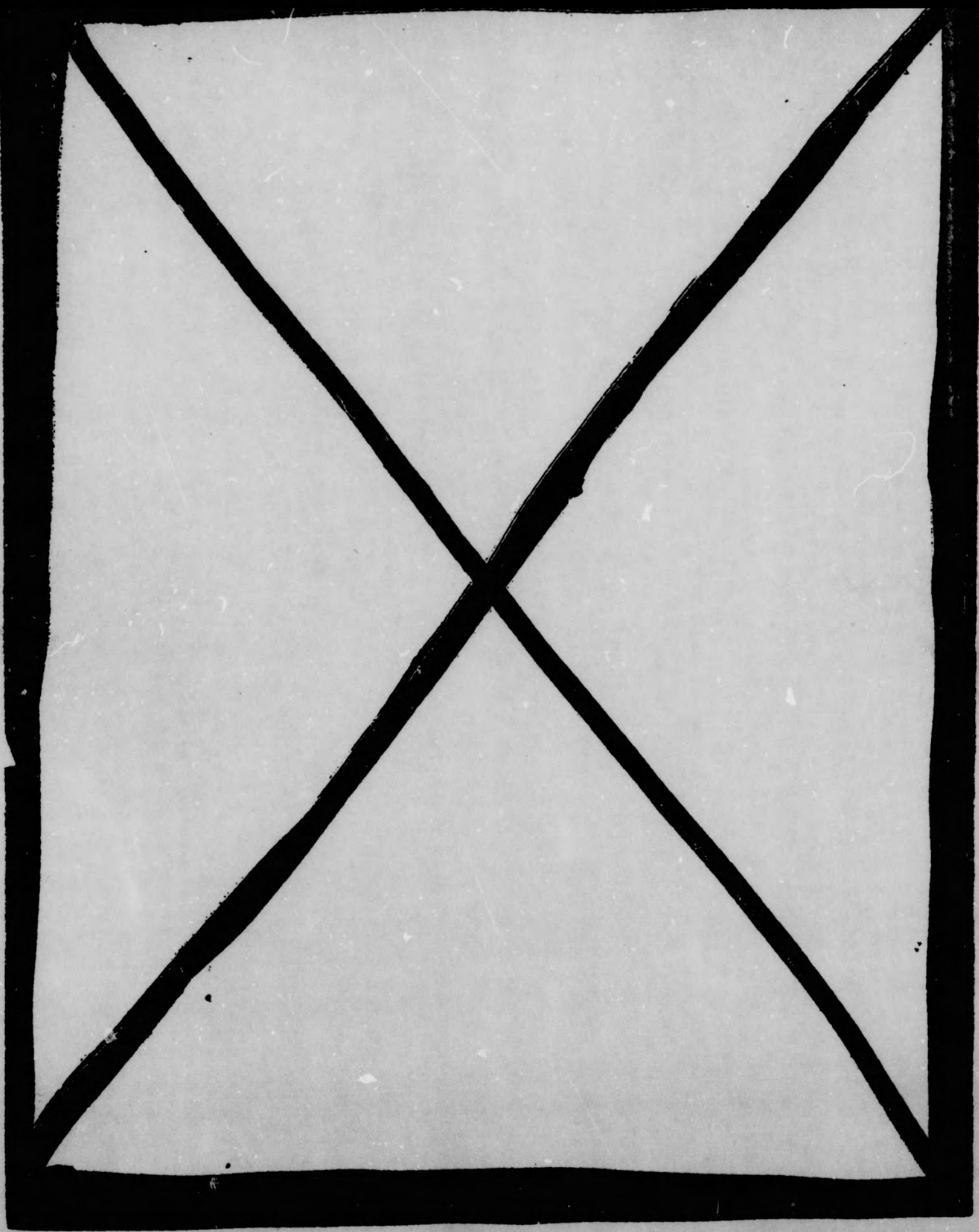
Norfolk Southern Corporation  
Intermodal Terminal Report No. 5  
Croxtan Intermodal Terminal (NJIT).

Surveying for Jan., Feb. & Mar. 2000



ST CITY	INBOUND	OUTBOUND	TOTAL
Unknown	5	1	6
CT DANBURY		1	1
CT EAST GRANBY	2		2
CT EAST HARTFORD		1	1
CT NEW HAVEN		1	1
CT ORANGE	1		1
CT WALLINGFORD		1	1
MA ALSTON	1		1
MA CHELMSFORD	1		1
MA FALL RIVER	1		1
MA LENOX	1		1
MA NORTH DARTHMOU	1		1
MA SOUTH BORO	1		1
MA SOUTHLEE		1	1
MA Unknown		1	1
MA WORCESTER	1		1
ME ROCKLAND		1	1
NY BRONX		3	3
NY BROOKLYN	2	3	5
NY HICKSVILLE		1	1
NY LONG ISLAND	14	4	18
NY MANHATTEN		2	2
NY PORT CHESTER		1	1
NY QUEENS	1	2	3
NY STATEN ISLAND		8	8
NY Unknown	3	3	6
RI Unknown	1		1
George Washington	36	35	71
George Washington	36	35	71
Tappan Zee	26	6	32
Staten Island Crossings	43	32	75
Manhattan Tunnels	14	13	27
Other	14	28	42
East of Hudson	133	114	247
West of Hudson	579	677	1,256
GRAND TOTAL	712	791	1,503

These results reported for Croxtan are for loaded units entering and exiting the terminal.





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**ARNOLD & PORTER**

555 TWELFTH STREET, N.W.  
WASHINGTON, D.C. 20004-1202

(202) 942-5000  
FACSIMILE (202) 942-5999

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MARY GABRIELLE SPRAGUE  
(202) 942-5773

May 17, 2000

**BY HAND DELIVERY - Original and 25 Copies**

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



**Re: Finance Docket No. 33388, CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company -- Control and Operating Leases/Agreements -- Conrail Inc. and Consolidated Rail Corporation --  
Negotiated Agreement with Township of Forward, Pennsylvania**

Dear Secretary Williams:

CSX Corporation and CSX Transportation, Inc. hereby submit a Negotiated Agreement with the Township of Forward pursuant to Environmental Condition 11 of Decision No. 89 (slip op. at 401-02). This Negotiated Agreement effectuates the Board's preference for privately negotiated solutions stated in Decision No. 89 (slip op. at 153): "[To] give effect to privately negotiated solutions whenever possible, we clarify that negotiated agreements will remain available as an alternative to the local and site-specific mitigation imposed here (for example, specific grade crossing upgrade mitigation, real time monitoring for emergency response delay, or noise mitigation)." Environmental Condition 11 similarly provides that the specific terms of the condition may be superseded by a Negotiated Agreement with the responsible local government that satisfies that community's environmental concerns.

As stated in the enclosed Negotiated Agreement, the parties request that Environmental Condition 11 be amended by deleting the Township of Forward receptors from those identified on the Sinns, PA to Brownsville, PA line segment and that Environmental Condition 51 be amended by adding this Negotiated Agreement with the Township of Forward, dated April 14, 2000, and accepted by the Township of Forward on May 4, 2000, to the list of Negotiated Agreements entered into by CSX.

ARNOLD & PORTER

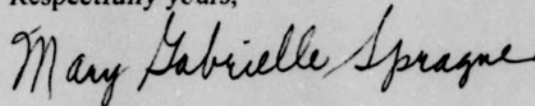
Hon. Vernon A. Williams

May 17, 2000

Page 2

Thank you for your assistance in this matter. Please contact me (202-942-5773) if you have any questions about this submission.

Respectfully yours,

A handwritten signature in cursive script that reads "Mary Gabrielle Sprague".

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

Enclosure

cc: Elaine K. Kaiser  
Chairman Thomas Derosa, Township of Forward



Stephen C. Thienel  
Regional Vice President  
State Relations

100 N. Charles Street, Suite 200  
Baltimore, MD 21201-3814  
(410) 613-6900

April 14, 2000

The Honorable Thomas Derosa  
Chairman  
Forward Township  
500 Liggett Avenue  
Monongahela, PA 15063

Re: Negotiated Agreement Relating to CSX Acquisition of Conrail

Dear Mr. Derosa:

Thank you for the time you dedicated to the opportunities and environmental issues associated with CSX's operations through your community. CSX consulted with the Township of Forward ("Township") regarding the environmental effects identified by the Surface Transportation Board of increased train traffic, including wayside noise, through the Township. The Township and CSX have jointly developed this Negotiated Agreement to satisfy the Township's environmental concerns. CSX will pay the Township \$600,000. The Township agrees to utilize the settlement amount in its sole discretion for the benefit of the citizens of the Township for [REDACTED] public purposes.

This Negotiated Agreement will be filed with the Surface Transportation Board to document satisfaction of Environmental Condition 11 with respect to the Township, and is intended to supersede any other obligations under Environmental Condition 11. The parties jointly request the Board's approval by requesting that this Negotiated Agreement be incorporated into Environmental Condition 11 of Finance Docket No. 33388, Decision No. 89. This Negotiated Agreement will become effective upon an order of the Board accepting this agreement.

Please countersign this letter to indicate your agreement.

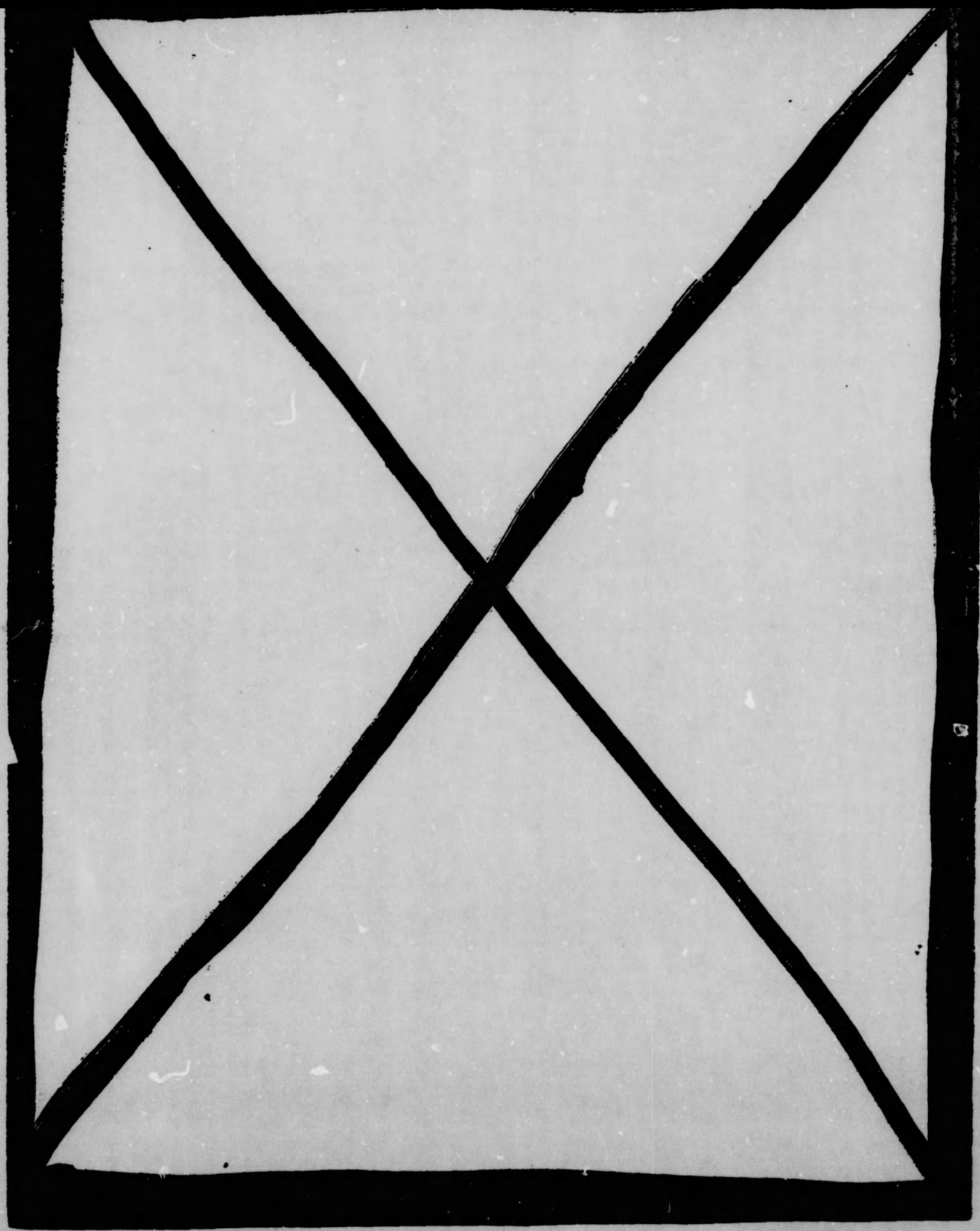
Sincerely yours,

Stephen C. Thienel

Accepted and Agreed to:

Thomas Derosa, Chairman

Date 5/4/00





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5-16-00

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May 16, 2000

Direct Dial (202) 906-3987

Fax: (202) 906-2821



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

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

Dear Mr. Clemens:

On behalf of NS, CSX and itself, the National Railroad Passenger Corporation ("Amtrak") hereby submits the third quarterly report regarding the on-time performance of Amtrak trains operated over the lines of NS and CSX since the implementation of the Conrail acquisition. This report covers the period from January 1, 2000 through March 31, 2000.

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

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

Amtrak's Comment

As the attached figures indicate, on-time performance on Conrail lines now operated by NS improved during the first quarter of 2000 from 57.1% to 73.6% when compared to the previous reporting period (September 1999-December 1999). While this figure is below Conrail's performance on the same lines (77.2%) during the one-year "base period" immediately prior to the Conrail acquisition, the upward trend is encouraging. In addition, Amtrak has observed no decline in NS's historically good performance on the lines it owned prior to the Conrail acquisition.

On CSX, overall performance on lines acquired from Conrail continued to be good. Performance during the last quarter (91.9%) surpassed both the 90.1% figure during the previous reporting period and Conrail's on-time performance of 84.2% during the "base period".

However, the situation is very different for Amtrak trains running over lines that CSX owned prior to the Conrail acquisition. The on-time performance problems on several of these trains that Amtrak noted in its prior report have continued, and have spread to lines in the southern portion of CSX's system. Since the performance of most of these trains is not reflected in the attached data, which cover only trains operating over ex-Conrail lines, Amtrak will briefly note some of the more significant problems:

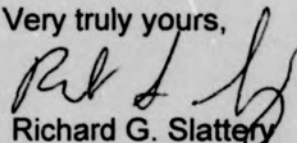
- While overall on-time performance of the Three Rivers (trains 40/41) on CSX's Pittsburgh-Chicago line improved to 64%, most trains that were late were extremely late. Delays to late trains caused by freight train interference and signals alone averaged approximately two and a half hours (on a train that has a scheduled running time on CSX of just over eight hours). Many of the major delays were attributable to freight traffic congestion in the Chicago area (where there has been some improvement) and near CSX's major yard in Willard, Ohio.
- There was no improvement in the performance of the Washington-Chicago Cardinal (trains 50/51) on the four segments owned entirely by CSX prior to the Conrail acquisition. On-time performance on these segments, which had averaged 85-90% prior to the Conrail acquisition, now ranges from 50-75%. (Performance of this train is reflected in the attached data because it operates in part over ex-Conrail lines.)

The Honorable Melvin F. Clemens, Jr.  
May 16, 2000  
Page 3

- Performance of Amtrak trains operating over the southern portion of CSX's system declined significantly between January and March, particularly on CSX's Jacksonville-New Orleans line (where on-time performance fell to 33.3%) and on CSX lines in Florida.

Since the close of the reporting period, CSX has announced a major commitment to address track condition deficiencies on a number of key lines over which Amtrak operates. While this should improve performance over the long term, the slow orders and track outages that will be required until the necessary work is completed will significantly increase the challenges that CSX faces over the next few months as it attempts to solve its congestion problems. Amtrak communicates regularly with CSX operating personnel regarding on-time performance issues, and will continue to support CSX's recovery efforts in any way that it can.

Very truly yours,



Richard G. Slattery  
Senior Associate General Counsel

#### Attachments

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

Peter J. Shudtz, Esq.  
Vice President – Law and General Counsel  
CSX Corporation  
One James Center  
901 East Cary Street  
Richmond, VA 23219

J. Gary Lane, Esq.  
Senior Vice President - Law  
Norfolk Southern Corporation  
Three Commercial Place  
Norfolk, VA 23510

**Conrail / Norfolk Southern**  
**Jan - March, 2000**  
**On-time Performance<sup>(1)</sup> for Amtrak Trains**  
**Performance By Checkpoint**

Train	Location	Conrail June 98 thru May 99	NS Previous Quarter	NS Jan 2000 thru Mar-00	Percentage Point Difference	
					From Conrail to NS Jan-March 2000	NS Prev Qtr to NS Jan-March 2000
29	Origin Bloom(Pittsburgh, PA)					
	Checkpoint Toledo, OH	79.5%	50.4%	70.0%	(9.5)	20.4
	Checkpoint 21st St (Chicago, IL)	75.7%	28.8%	58.9%	(16.8)	30.1
30	Origin 21st St (Chicago, IL)					
	Checkpoint Toledo, OH	73.8%	59.2%	68.1%	(5.7)	8.1
	Checkpoint Bloom(Pittsburgh, PA)	54.5%	44.5%	53.8%	(0.7)	9.3
40	Origin New Castle, PA					
	Checkpoint Harrisburg, PA	75.6%	57.6%	90.1%	(14.5)	32.5
41	Origin Harrisburg, PA					
	Checkpoint New Castle, PA	83.2%	69.5%	91.1%	7.9	21.6
43	Origin Harrisburg, PA					
	Checkpoint Cleveland, OH (2)	88.9%	27.0%	91.2%	2.3	64.2
	Checkpoint 21st St (Chicago, IL)	78.5%	35.0%	85.7%	7.2	50.7
44	Origin 21st St (Chicago, IL)					
	Checkpoint Cleveland, OH (2)	74.3%	57.9%	73.6%	(0.7)	15.7
	Checkpoint Harrisburg, PA	52.4%	27.5%	74.7%	22.3	47.2
48	Origin 21st St (Chicago, IL)					
	Checkpoint Cleveland, OH (2)	74.4%	69.2%	66.7%	(7.7)	(2.5)
49	Origin Cleveland, OH (2)					
	Checkpoint 21st St (Chicago, IL)	70.1%	45.5%	66.30%	(3.8)	20.8
350,352, 354	Origin 21st St (Chicago, IL)					
	Checkpoint Vinewood(Detroit, MI)	89.4%	89.8%	88.60%	(0.8)	(1.2)
351,353, 355	Origin Vinewood(Detroit, MI)					
	Checkpoint 21st St (Chicago, IL)	76.6%	69.5%	71.60%	(5.0)	2.1
364	Origin 21st St (Chicago, IL)					
	Checkpoint Gord(Battle Creek, MI)	81.3%	68.4%	62.60%	(18.7)	(5.8)

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

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



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

<u>Train</u>		<u>Location</u>	<u>Conrail June 98 thru May 99</u>	<u>NS Previous Quarter</u>	<u>NS Jan 2000 thru Mar-00</u>	<u>Percentage Point Difference</u>	
						<u>From Conrail to NS Jan-March 2000</u>	<u>NS Prev Qtr to NS Jan-March 2000</u>
365/367	Origin	Gord/Battle Creek, MI)					
	Checkpoint	21st St (Chicago, IL)	75.4%	65.6%	70.3%	(5.1)	4.5
370	Origin	21st St (Chicago, IL)					
	Checkpoint	CP-482(Michigan City, MI)	84.6%	51.1%	72.2%	(12.4)	21.1
371	Origin	CP-482(Michigan City, MI)					
	Checkpoint	21st St (Chicago, IL)	67.4%	25.3%	41.6%	(25.8)	16.3
<b>Totals</b>			<b>77.2%</b>	<b>57.1%</b>	<b>73.6%</b>	<b>-3.6%</b>	<b>16.5%</b>

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

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

<u>Train</u>	<u>Location</u>	<u>Conrail</u>	<u>CSXT</u>	<u>CSXT</u>	<u>Percentage Point Difference</u>	
		<u>June 98</u> <u>thru</u> <u>May 99</u>	<u>Previous</u> <u>Quarter</u>	<u>Jan 00</u> <u>thru</u> <u>Mar 00</u>	<u>From Conrail</u> <u>to CSXT</u> <u>Jan-Mar 00</u>	<u>CSXT Prev Qtr</u> <u>to CSXT</u> <u>Jan-Mar 00</u>
48/448	Origin Cleveland, OH (2)					
	Checkpoint Albany, NY	47.8%	68.0%	93.3%	45.5	25.0
	Checkpoint CP-75(Poughkeepsie, NY)	53.2%	60.0%	88.9%	35.7	28.9
	Checkpoint Bcston, MA	56.6%	73.1%	95.6%	39.0	22.5
449	Origin Boston, MA					
	Checkpoint Albany, NY	79.3%	82.8%	92.1%	12.8	9.3
49	Origin CP-75(Poughkeepsie, NY)					
	Checkpoint Albany, NY	98.3%	98.3%	98.9%	0.6	0.6
	Checkpoint Cleveland, OH (2)	78.3%	85.8%	89.9%	11.6	4.1
50	Origin Maynard(Dyer, IN) (5)					
	Checkpoint Indianapolis, IN (4)	97.9%	84.3%	80.7%	(17.2)	(3.6)
	Checkpoint Charleston WV (3)	89.8%	69.4%	75.0%	(14.8)	5.6
	Checkpoint Orange(17 mi.W of Culpeper, VA) (3)	86.6%	56.3%	54.1%	(32.5)	(2.2)
51	Origin Orange(17 mi.W of Culpeper, VA) (3)					
	Checkpoint Charleston WV (3)	87.4%	98.0%	94.7%	7.3	(3.3)
	Checkpoint Indianapolis, IN (4)	84.8%	50.0%	51.4%	(33.4)	1.4
	Checkpoint Maynard(Dyer, IN) (5)	89.9%	66.0%	60.9%	(29.0)	(5.1)
63/281/ 283	Origin CP-75(Poughkeepsie, NY)					
	Checkpoint CP-169(8 mi.S of Amsterdam, NY)	90.0%	96.7%	98.2%	8.2	1.5
	Checkpoint CP296(Syracuse, NY)	75.0%	84.4%	91.5%	16.5	7.1
	Checkpoint Niagara Falls, NY	76.9%	88.4%	90.7%	13.8	2.3
64/284/ 286/288	Origin Niagara Falls, NY					
	Checkpoint CP296(Syracuse, NY)	76.3%	85.4%	80.9%	4.6	(4.5)
	Checkpoint CP-169(8 mi.S of Amsterdam, NY)	76.5%	79.3%	77.4%	0.9	(1.9)
	Checkpoint CP-75(Poughkeepsie, NY)	77.7%	87.1%	87.0%	9.3	(0.1)

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

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

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

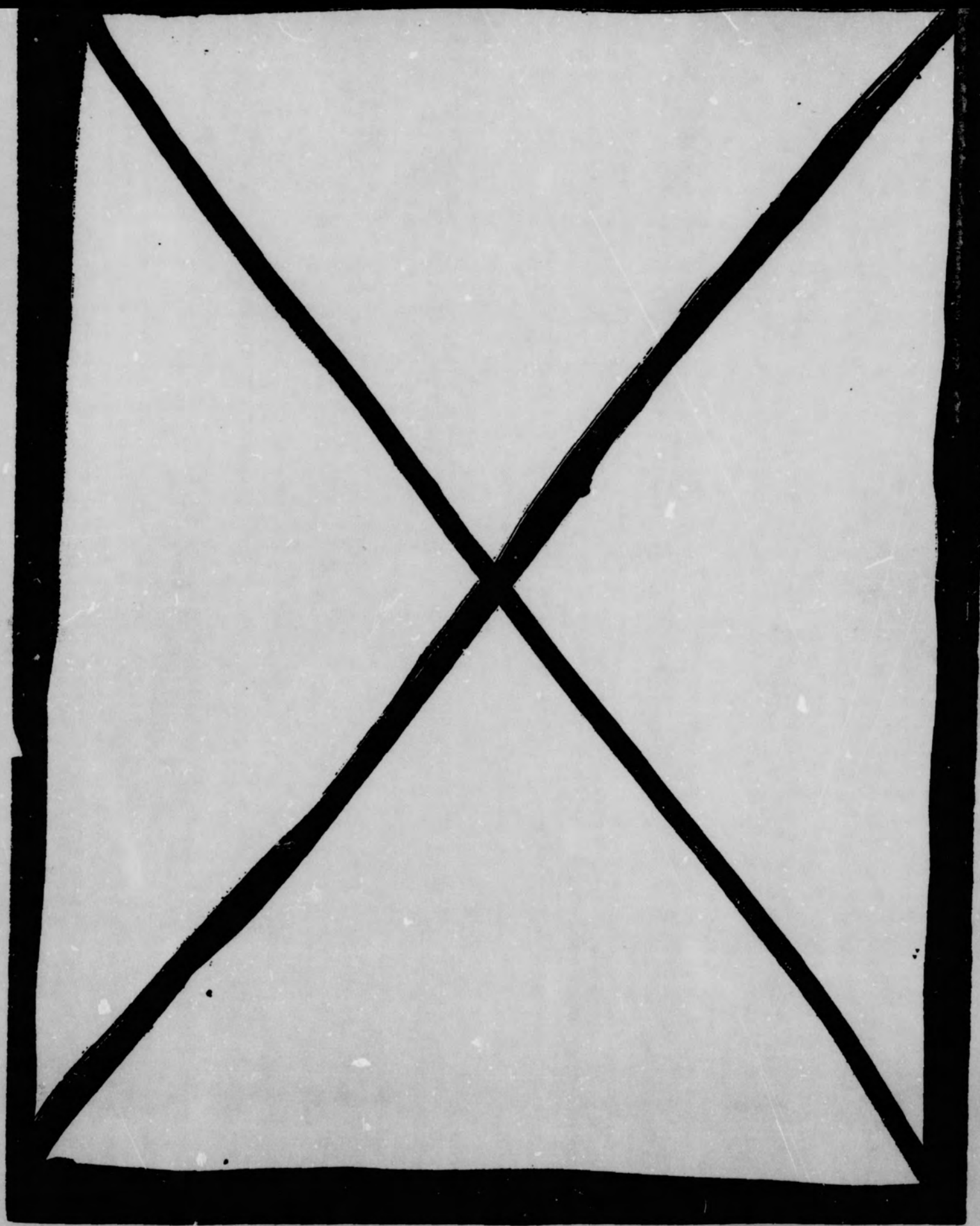
(4) Includes train 318.

(5) Includes train 317.

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

<u>Train</u>	<u>Location</u>	<u>Conrail</u>	<u>CSXT</u>	<u>CSXT</u>	<u>Percentage Point Difference</u>	
		<u>June 98</u> <u>thru</u> <u>May 99</u>	<u>Previous</u> <u>Quarter</u>	<u>Jan 00</u> <u>thru</u> <u>Mar 00</u>	<u>From Conrail</u> <u>to CSXT</u> <u>Jan-Mar 00</u>	<u>CSXT Prev Qtr</u> <u>to CSXT</u> <u>Jan-Mar 00</u>
55	Origin Palmer(15 mi.N of Springfield, MA)					
	Checkpoint Springfield, MA	81.2%	96.6%	98.9%	17.7	2.3
56	Origin Springfield, MA					
	Checkpoint Palmer(15 mi.N of Springfield, MA)	90.9%	94.0%	92.2%	1.3	(1.8)
145	Origin Boston, MA					
	Checkpoint Springfield, MA	84.6%	92.4%	92.3%	7.7	(0.1)
142/172/ 178	Origin Springfield, MA					
	Checkpoint Boston, MA	93.9%	96.9%	99.0%	5.1	2.1
289	Origin CP-75(Poughkeepsie, NY)					
	Checkpoint CP-169(8 mi.S of Amsterdam, NY)	87.2%	100.0%	100.0%	12.8	-
	Checkpoint Syracuse, NY	91.5%	100.0%	100.0%	8.5	-
68/70/246/ 294/296	Origin Schenectady, NY					
	Checkpoint CP-75(Poughkeepsie, NY)	96.7%	99.1%	98.8%	2.1	(0.3)
69/291/ 293	Origin CP-75(Poughkeepsie, NY)					
	Checkpoint Schenectady, NY	93.0%	99.7%	98.4%	5.4	(1.3)
236/240/ 238/242/ 244/248/ 250/254/ 256/262/ 264	Origin Albany, NY					
	Checkpoint CP-75(Poughkeepsie, NY)	92.3%	99.3%	98.5%	6.2	(0.8)
299	Origin Albany, NY					
	Checkpoint Schenectady, NY	87.9%	100.0%	100.0%	12.1	-
251/253/ 257/259/ 265/267/ 269/271/ 273/277	Origin CP-75(Poughkeepsie, NY)					
	Checkpoint Albany, NY	94.4%	97.2%	99.1%	4.7	1.9
<b>Totals</b>		<b>84.2%</b>	<b>90.1%</b>	<b>91.9%</b>	<b>7.7</b>	<b>1.8</b>

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



STB

FD-33388

5-15-00

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WRITER'S DIRECT NUMBER  
(202) 736-8071

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

May 15, 2000

BY HAND DELIVERY - Original and 25 Copies

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

ENTERED  
Office of the Secretary  
MAY 16 2000

Part of  
Public Record

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

**Subject: Petition for Extension of Time for Completion by Norfolk  
Southern of Compliance with Condition 8(A) of  
Appendix Q of STB Decision No. 89 re: York Road/ SR  
74 Grade Crossing, Mechanicsburg, Cumberland  
County, Pennsylvania**

Dear Secretary Williams:

Condition 8(A) of Appendix Q of the Board's Decision No. 89 in the above-referenced docket requires, *inter alia*, that Norfolk Southern install "4-Quadrant Gates, or Alternative Mitigation such as Median Barriers" at the at-grade crossing located at York Road/ SR 74 in Mechanicsburg, Cumberland County, Pennsylvania. Alternatively, Condition 8(A) provides that Norfolk Southern may satisfy this requirement by entering into a negotiated agreement with the affected local jurisdiction and the state department of transportation to provide for "alternative safety improvements in the vicinity of the [identified highway/rail at-grade crossing] that achieve at least an equivalent level of safety enhancement." Condition 8(A) requires compliance with this provision within two years of the effective date of Decision No. 89 (August 22, 2000).

Norfolk Southern has been informed by the Pennsylvania Department of Transportation (PennDOT) that the Commonwealth recommends that alternative mitigation other than either 4-quadrant gates or median barriers be installed at this grade crossing. A copy of a

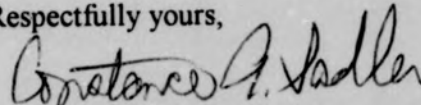
The Honorable Vernon A. Williams  
May 15, 2000  
Page 2

May 11, 2000 letter from Larry M. King, PennDOT Deputy Secretary for Planning, is enclosed. As Mr. King states in his letter, PennDOT has determined that the road configuration at the York Road/ SR 74 grade crossing is not conducive to either 4-quadrant gates or median barriers and, further, that the accident history for this grade crossing indicates that all train accidents were secondary. PennDOT has also informed NS that the Pennsylvania Public Utilities Commission (PUC) must undertake a formal review of the issues and recommendations and issue findings and an order. PennDOT supports an extension of time by the STB in which to allow the PUC proceeding to be completed and the selection of crossing improvements for the York Road/ SR 74 grade crossing to be resolved.

Norfolk Southern respectfully requests that the deadline for compliance with Environmental Condition 8(A) with respect to the York Road/ SR 74 grade crossing in Mechanicsburg, Cumberland County, Pennsylvania be extended by one year until August 22, 2001.

Please contact me at (202) 736-8071 if you have any questions about this request.

Respectfully yours,



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

cc: Elaine K. Kaiser  
Larry M. King, Deputy Secretary for Planning, PennDOT

May 11, 2000

Mr. Richard H. Ray, Administrator  
Highway Grade Crossings  
Norfolk Southern Corporation  
99 Spring Street, SW, Box 123  
Atlanta, GA 30303

Dear Mr. Ray:

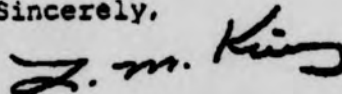
The Pennsylvania Department of Transportation supports your request to the Surface Transportation Board (STB) for an extension of time to resolve the improvements recommended at the PA 74/York Road Crossing. Alternative mitigation to four-quadrant gates or median barriers has been recommended.

Based on field view findings and accident record reviews, the Department recommends that extended gate arms, improved advance warning signs and markings to alert motorists of the crossing, and enlarged 1-800 notification signs be installed. The road configuration, which includes intersecting roads, a bridge and near 90 degree curves, does not lend itself to either of STB's requests. In addition, the crossing's available accident history indicates that all the train accidents were secondary, caused by previous accidents - vehicles losing control or struck by other vehicles leaving the roadway prior to the crossing and being lodged onto the tracks before the train accidents took place.

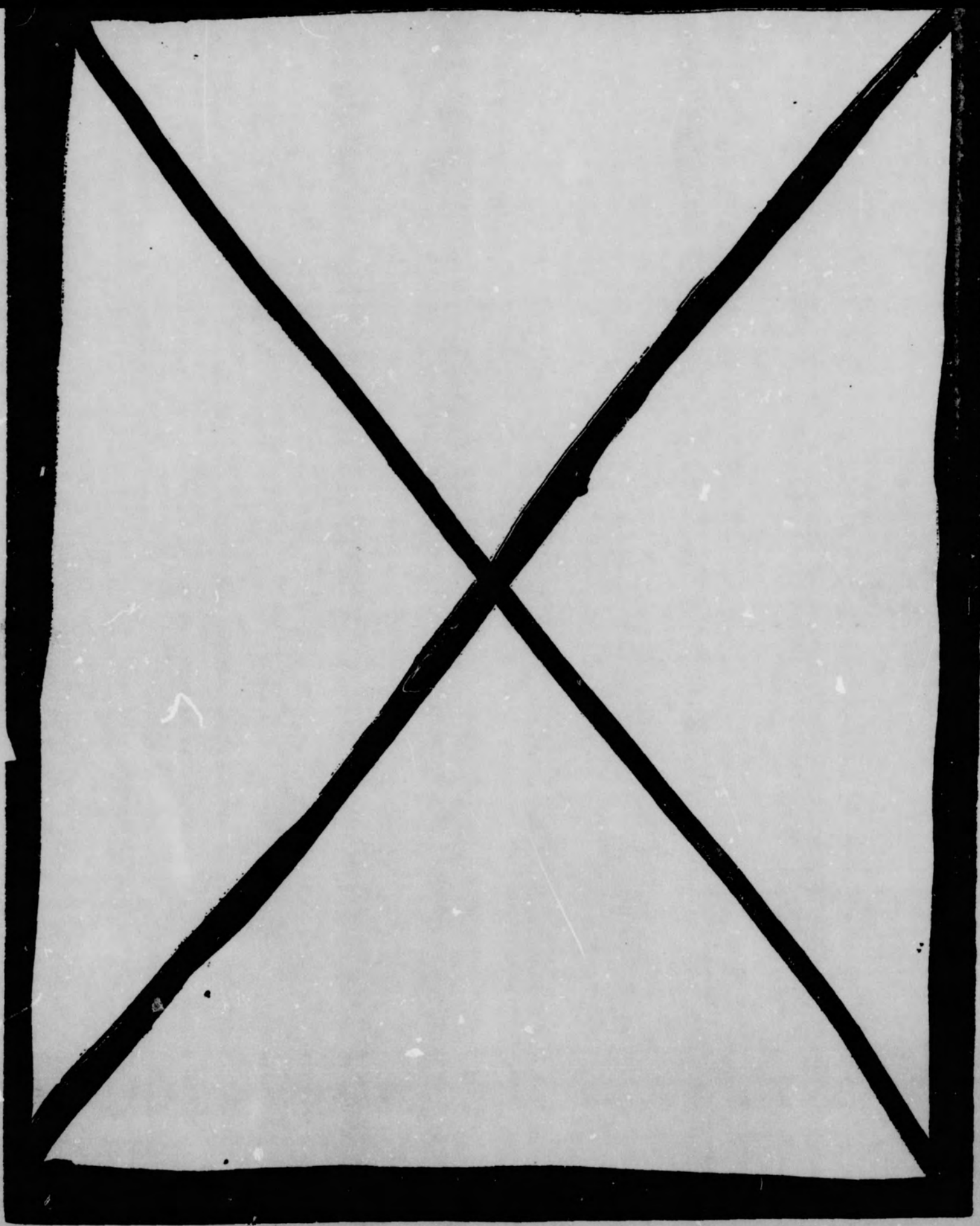
The Pennsylvania Public Utility Commission (PUC) must provide a formal review of the issues and recommendations and release its findings/order. To complete this action and allow an STB review, an extension of time to implement improvements is urged.

The Department supports working with the PUC and the STB to come to a conclusion that is beneficial and satisfactory to all the parties.

Sincerely,



Larry M. King  
Deputy Secretary for Planning



STB

FD-33388

5-11-00

D

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SURFACE TRANSPORTATION BOARD

# Memorandum



DATE: May 11, 2000

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

**FROM** *JK* : Mel Cleinens, Director  
*FOR* Office of Compliance and Enforcement

ENTERED  
Office of the Secretary  
MAY 11 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**

May 10, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, May 5<sup>th</sup>.

This week showed improvement over the prior week in several key measures. Average total daily cars on-line decreased from 267,608 to 266,964. Terminal dwell hours improved from 31.1 hours to 30.5 hours. Overall train velocity remained relatively flat.

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

**Chicago Gateway Operations**

Chicago gateway operations continue to yield regular performance deliveries to western carriers, but this week the gateway on-time delivery performance moved three percentage points unfavorable from the prior week.

**Yards and Terminals**

Customer car loadings remained steady this week, which contributed to traffic volumes that were closer to those normally encountered this time of year. Overall dwell hours were down, from 31.1 to 30.5 hours compared to the prior week. This week, seven of the 14 measured terminals showed improvement in terminal dwell.

### **Corridor Performance**

Three of the six corridors showed an improvement from the prior week. The best train performance during this week was the East St. Louis to Northeast corridor. Second place belonged to Chicago to Northeast corridor. Overall, the on-time-to-two-hours-late category moved slightly favorable while the percent of trains in the greater-than-six-hours-late category remained the same from the prior week.

### **Shared Areas**

Daily average on hand cars increased slightly from last week at all three measured yards. Overall terminal dwell time was 28.4 hours, up slightly from last week's 27.8. .) The chief drivers of performance were slight increases in elapsed time for outbound road traffic at Oak Island and Pavonia. Road train delays for crew and power decreased over the prior week. For the week, there were a total of 32 trains delayed for CSXT and NS: 15 for crew, 12 for power, and 5 for late arrivals.

### **Additional Measurements**

Train Delay Metric: For 824 train starts, Train Delay totaled 98 hours for Power and 208 hours for Crew. Train starts were up slightly, with Power and Crew delays down from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 26.6% for the week, a slight increase from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 81%, down one percentage point from the prior week. Crew availability remains at a very healthy level and the number of crews assigned and available at each supply point is generally adequate and stable.

Daily Number of Recrews Required: Of 1947 crew starts, 62 (3%) were recrews, which is a one percentage point improvement over the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train for Detroit and South Jersey, and three trains for North Jersey. This was an increase for the North Jersey area from the prior week.

Locomotives: Gross Locomotives = 4335, Average Available = 3905, and Out-of-Service Ratio = 5.0%, which is an improvement from the prior week.

Cars Offered in Interchange: averaged 240 cars daily, of which 68 were allocated to Norfolk Southern. This was an increase in both categories from the prior week.

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

On-time performance, passenger trains through Brunswick, MD: 20% for 10 AMTRAK trains (Pittsburgh - Washington) and 93% for 90 MARC trains (West Virginia - Washington). Amtrak delays were mostly attributed to a derailment, maintenance of way work, and slow orders. The Amtrak performance level is not acceptable, and this area has become an area of specific management focus.

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

Since September 1999, CSXT has made steady and continuous progress. Although the improvement is slower than we would like, it has reached a level which is beginning to be reflected in customer metrics. An example is General Motors. A recent graph from that company compared the performance of the six class one railroads on GM's "PDQ" transit. In October, 1999, CSXT ranked last. In the most recent report, for March 2000, CSXT had moved to first place. In fact, CSXT scored a 92% rate, just short of GM's 95% goal. The next highest railroad (BNSF) was 83%. It is our plan and expectation that the turnaround will continue and that it will be felt in all customer sectors.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements



## Surface Transportation Board

### Performance Measures

For the week ending: 05/05/00

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	269	370	326	361	320
	Cars On Hand - Empty	368	308	307	479	544
	Cars On Hand - Total	637	678	633	840	864
	Cars Handled	488	476	410	493	583
	Dwell Hours	37.9	37.0	28.5	28.1	30.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	333	259	207	205	246
	Cars On Hand - Empty	353	273	267	467	505
	Cars On Hand - Total	686	532	474	772	751
	Cars Handled	378	331	395	499	502
	Dwell Hours	40.3	27.6	20.1	23.1	28.6
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	191	236	255	270	281
	Cars On Hand - Empty	265	122	107	128	133
	Cars On Hand - Total	456	358	362	398	414
	Cars Handled	389	197	287	394	120
	Dwell Hours	28.7	25.5	21.8	17.0	17.6

**CSX Comments:** Daily average on hand cars increased slightly from last week at all three measured yards. Overall terminal dwell time was 28.4 hours, up slightly from last week's 27.8. The chief drivers of performance were slight increases in elapsed time for outbound road traffic at Oak Island and Pavonia.



# Surface Transportation Board

## Performance Measures

For the week ending: 05/05/00

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00
North Jersey SAA	Number of Originations	9	20	16	20	23
	% Ontime	33%	30%	25%	20%	30%
	% Late 0-2 Hours	44%	35%	19%	30%	26%
	% Late 2-4 Hours	11%	0%	25%	10%	4%
	% Late 4-6 Hours	11%	10%	13%	20%	13%
	% Late GT 6 Hours	0%	25%	19%	20%	26%
South Jersey SAA	Number of Originations	6	15	18	18	20
	% Ontime	0%	27%	22%	22%	25%
	% Late 0-2 Hours	50%	7%	11%	17%	20%
	% Late 2-4 Hours	50%	13%	22%	0%	10%
	% Late 4-6 Hours	0%	20%	11%	11%	15%
	% Late GT 6 Hours	0%	33%	33%	50%	30%
Detroit SAA	Number of Originations	4	10	9	10	10
	% Ontime	50%	40%	22%	50%	20%
	% Late 0-2 Hours	50%	30%	33%	20%	50%
	% Late 2-4 Hours	0%	0%	33%	0%	0%
	% Late 4-6 Hours	0%	20%	0%	0%	10%
	% Late GT 6 Hours	0%	10%	11%	30%	20%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 05/05/00

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00	Average
Cars Offered	NS	20	107	131	21	61	68
	All Other	220	195	135	43	266	172
	Total	240	302	266	64	327	240

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

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00	Total
Blocked	Sidings	0	1	0	0	1	2
	Multiple Main Lines	1	0	0	0	0	1
	Total	1	1	0	0	1	3

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	0%	50%	0%	0%	20%
MARC	Trains	18	18	18	18	18	90
	% On Time	89%	100%	100%	78%	100%	93%

AMTK measured according to contract with CSXT.

# Surface Transportation Board

## Performance Measures

For the week ending: 05/05/00

### CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 04/29/00	Sunday 04/30/00	Monday 05/01/00	Tuesday 05/02/00	Wednesday 05/03/00	Thursday 05/04/00	Friday 05/05/00	Weekly Total
Baltimore	Train Crew Starts	13	12	11	14	16	14	18	98
	Crews Delayed +2 Hours	7	5	2	8	11	7	5	45
	% Delayed +2 Hours	54%	42%	18%	57%	69%	50%	28%	46%
Buffalo	Train Crew Starts	52	40	38	43	51	44	50	318
	Crews Delayed +2 Hours	10	6	8	6	9	13	12	64
	% Delayed +2 Hours	19%	15%	21%	14%	18%	30%	24%	20%
Chicago	Train Crew Starts	23	19	24	27	30	22	23	168
	Crews Delayed +2 Hours	10	4	3	12	5	4	10	48
	% Delayed +2 Hours	43%	21%	13%	44%	17%	18%	43%	29%
Cincinnati	Train Crew Starts	35	34	28	31	30	34	30	222
	Crews Delayed +2 Hours	3	2	1	1	2	3	2	14
	% Delayed +2 Hours	9%	6%	4%	3%	7%	9%	7%	6%
Cleveland	Train Crew Starts	30	26	29	26	32	26	26	195
	Crews Delayed +2 Hours	10	8	7	8	12	9	12	66
	% Delayed +2 Hours	33%	31%	24%	31%	38%	35%	46%	34%
Cumberland	Train Crew Starts	28	14	31	28	27	33	27	188
	Crews Delayed +2 Hours	6	3	5	5	5	2	6	32
	% Delayed +2 Hours	21%	21%	16%	18%	19%	6%	22%	17%
Detroit	Train Crew Starts	5	6	7	7	6	8	7	46
	Crews Delayed +2 Hours	1	0	2	2	2	3	2	12
	% Delayed +2 Hours	20%	0%	29%	29%	33%	38%	29%	26%
Philadelphia	Train Crew Starts	6	7	6	3	5	7	9	43
	Crews Delayed +2 Hours	3	3	2	0	3	3	2	16
	% Delayed +2 Hours	50%	43%	33%	0%	60%	43%	22%	37%
Selkirk	Train Crew Starts	43	42	36	42	41	45	51	300
	Crews Delayed +2 Hours	13	10	13	16	17	8	14	91
	% Delayed +2 Hours	30%	24%	36%	38%	41%	18%	27%	30%
Toledo	Train Crew Starts	32	31	32	28	27	32	28	210
	Crews Delayed +2 Hours	11	7	6	10	7	4	10	55
	% Delayed +2 Hours	34%	23%	19%	36%	26%	13%	36%	26%
Willard	Train Crew Starts	47	31	33	36	49	45	40	281
	Crews Delayed +2 Hours	13	8	4	9	14	6	9	63
	% Delayed +2 Hours	28%	26%	12%	25%	29%	13%	23%	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

For the week ending: 05/05/00

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	04/29/00	04/30/00	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00	Total
Train Delay	Originating Train Starts	121	115	108	108	129	118	125	824
	Delayed Hours - Power	24	18	2	5	4	24	21	98
	Delayed Hours - Crews	93	38	15	33	5	12	12	208

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	04/29/00	04/30/00	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00	Average
Crew Availability	% Available	79%	77%	80%	82%	84%	83%	83%	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	04/29/00	04/30/00	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00	Total
Crews/Recrews	Train Crew Starts	288	274	258	271	297	269	290	1947
	Recrews	5	6	9	11	10	9	12	62
	% Recrewed	2%	2%	3%	4%	3%	3%	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

For the week ending: 05/05/00

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	04/29/00	04/30/00	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00	Average

Locomotives	Gross Fleet Size	4329	4304	4319	4349	4354	4357	4332	4335
	Avg. Number Available	3889	3882	3906	3926	3930	3908	3894	3905
	OOS Ratio	5.5	5.4	5.4	4.9	4.4	4.5	5.0	5.0

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	04/29/00	04/30/00	05/01/00	05/02/00	05/03/00	05/04/00	05/05/00	Average

Train Delay	Philadelphia/South Jersey	2	1	1	1	1	1	2	1
	North Jersey	2	4	0	5	3	4	2	3
	Detroit	0	1	0	0	2	0	0	0

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



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

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

May 10, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending May 5, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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.

May 10, 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

May 10, 2000

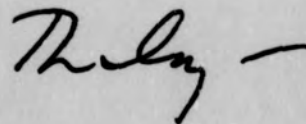
Mr. Melvin F. Clemens, Jr.  
Director, Office of Compliance and Enforcement  
Surface Transportation Board  
1925 K Street, NW  
Washington, D.C. 20423-0001

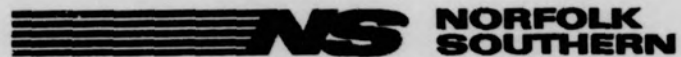
Dear Mr. Clemens:

Norfolk Southern's performance metrics for the week ending May 5, 2000 fluctuated within normal levels. The number of cars on line increased and the average train speed decreased slightly; the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 59 trains were held for terminal congestion, 28 trains were held for crews, and 26 trains were held for power.

Similarly, the performance metrics for the Shared Assets Areas remained within expected norms. Daily average on-hand car volumes at all three yards increased slightly and overall average terminal dwell time increased insignificantly. Road train delays for crews and power decreased over the prior week: 15 trains were delayed for 95 hours for lack of crews and 12 trains were delayed 194 hours awaiting power. Five originating trains were delayed for 17 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 71% of the train delay hours in the SAAs.

Sincerely,

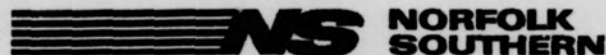




For the week ending 5/5/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	5/1/00	850	265	191	456	389	28.7
	5/2/00	850	122	236	358	197	25.5
	5/3/00	850	107	255	362	287	21.8
	5/4/00	850	128	270	398	394	17.0
	5/5/00	850	133	281	414	120	17.6
North Yard MI Average		850	151	247	398	277	22.5
Oak Island NJ	5/1/00	1200	368	269	637	488	37.9
	5/2/00	1200	308	370	678	476	37.0
	5/3/00	1200	307	326	633	410	28.5
	5/4/00	1200	479	361	840	493	28.1
	5/5/00	1200	544	320	864	583	30.7
Oak Island NJ Average		1200	401	329	730	490	32.5
Pavonia NJ	5/1/00	900	353	333	686	378	40.3
	5/2/00	900	273	259	532	331	27.6
	5/3/00	900	267	207	474	395	20.1
	5/4/00	900	467	305	772	499	23.1
	5/5/00	900	505	246	751	502	28.6
Pavonia Average		900	373	270	643	421	27.7

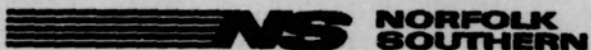


For the week ending 5/5/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	5/1/00	4	50%	50%	0%	0%	0%
	5/2/00	10	40%	30%	0%	20%	10%
	5/3/00	9	22%	33%	33%	0%	11%
	5/4/00	10	50%	20%	0%	0%	30%
	5/5/00	10	20%	50%	0%	10%	20%
Detroit Total		43	35%	35%	7%	7%	16%
North Jersey Total	5/1/00	9	33%	44%	11%	11%	0%
	5/2/00	20	30%	35%	0%	10%	25%
	5/3/00	16	25%	19%	25%	13%	19%
	5/4/00	20	20%	30%	10%	20%	20%
	5/5/00	23	30%	26%	4%	13%	26%
North Jersey Total		88	27%	30%	9%	14%	20%
South Jersey Total	5/1/00	6	0%	50%	50%	0%	0%
	5/2/00	15	27%	7%	13%	20%	33%
	5/3/00	18	22%	11%	22%	11%	33%
	5/4/00	18	22%	17%	0%	11%	50%
	5/5/00	20	25%	20%	10%	15%	30%
South Jersey Total		77	22%	17%	14%	13%	34%
Grand Total		208	27%	26%	11%	12%	25%



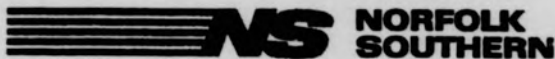


For the week ending 5/5/00

**Shared Asset Area Trains Held**

area	Sat 29-Apr	Sun 30-Apr	Mon 01-May	Tue 02-May	Wed 03-May	Thu 04-May	Fri 05-May	Grand Total
North Jersey	2	4		5	3	4	2	20
South Jersey	2	1	1	1	1	1	2	9
Detroit		1			2			3

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



### NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	28	20	0	0	0	48
other	82	79	0	0	106	267
<b>Total</b>	<b>110</b>	<b>99</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>315</b>

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

### NS Northern Region Train Starts and Delays

	Saturday 29-Apr	Sunday 30-Apr	Monday 1-May	Tuesday 2-May	Wednesday 3-May	Thursday 4-May	Friday 5-May	Grand Total
# of Train Starts	152	138	153	166	177	166	178	1160
<b>Delay Cause</b>								
Crew Delays (hrs)	4.0	2.0	9.3	0.0	0.0	0.0	0.0	15.3
Power Delays (hrs)	8.5	11.5	15.2	35.0	26.3	8.8	0.0	105.2

The delay numbers are expressed in hours

### NS Blocked Sidings and Multiple Main Lines

track	Monday 1-May	Tuesday 2-May	Wednesday 3-May	Thursday 4-May	Friday 5-May	total
Multiple Main	0	0	0	0	0	0
Siding	0	0	0	0	0	0
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

### Locomotive Fleet Statistics

	Saturday 29-Apr	Sunday 30-Apr	Monday 1-May	Tuesday 2-May	Wednesday 3-May	Thursday 4-May	Friday 5-May	average
<b>Fleet Size</b>	3554	3558	3570	3579	3575	3548	3558	3563
<b>available</b>	3351	3354	3374	3379	3389	3368	3371	3369
<b>out of service %</b>	5.7%	5.7%	5.5%	5.6%	5.2%	5.1%	5.3%	5.4%

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

### NS Crew Starts and Delays

		Saturday 29-Apr	Sunday 30-Apr	Monday 1-May	Tuesday 2-May	Wednesday 3-May	Thursday 4-May	Friday 5-May	Grand Total
Allentown	crew starts	14	14	14	17	18	17	15	109
	crews delayed	3	2	5	2	5	2	2	21
Bellevue	crew starts	39	49	37	45	38	46	41	295
	crews delayed	16	17	18	17	11	21	11	111
Buffalo	crew starts	26	26	23	29	30	30	24	188
	crews delayed	8	2	6	2	9	7	6	40
Chicago	crew starts	40	34	34	34	37	34	35	248
	crews delayed	17	14	11	13	17	14	12	98
Cincinnati	crew starts	35	38	31	31	32	36	37	240
	crews delayed	9	9	11	5	8	8	8	58
Cleveland	crew starts	17	11	16	17	20	17	15	113
	crews delayed	3	2	5	3	6	4	2	25
Conway	crew starts	59	52	43	56	58	52	59	379
	crews delayed	15	10	13	11	17	15	21	107
Detroit	crew starts	17	16	19	25	22	26	18	143
	crews delayed	7	6	5	9	4	8	7	46
Elkhart	crew starts	43	39	39	43	37	47	40	288
	crews delayed	11	11	13	13	7	14	16	85
Harrisburg	crew starts	60	52	38	52	62	61	71	396
	crews delayed	20	20	14	13	23	20	24	134
Toledo	crew starts	64	53	50	56	61	58	64	406
	crews delayed	12	12	7	19	12	9	11	82

**Notes:**

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

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

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

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 29-Apr	Sunday 30-Apr	Monday 1-May	Tuesday 2-May	Wednesday 3-May	Thursday 4-May	Friday 5-May	average
availability%	76%	76%	78%	81%	82%	81%	80%	79%

**Notes:**

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

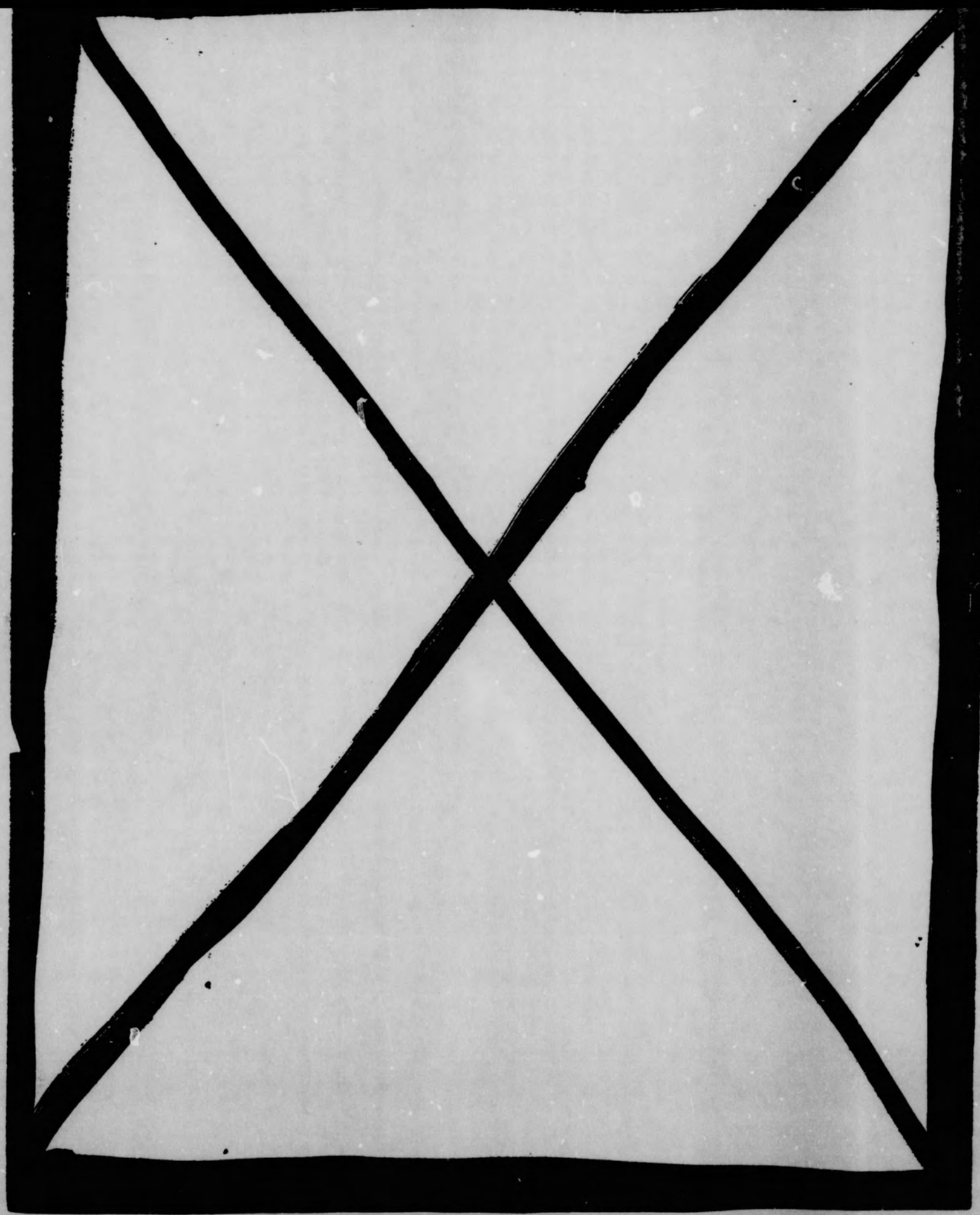
### NS Northern Region Crew Starts and Recrews

	Saturday 29-Apr	Sunday 30-Apr	Monday 1-May	Tuesday 2-May	Wednesday 3-May	Thursday 4-May	Friday 5-May	Grand Total
crew starts	360	318	272	336	350	358	356	2350
recrews	10	9	9	9	22	14	12	85

**Notes:**

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

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



STB

FD-33388

5-4-00

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198415  
**FLETCHER & SIPPEL LLC**

Two Prudential Plaza, Suite 3125  
180 North Stetson Avenue  
Chicago, Illinois 60601-6721

William C. Sippel  
(312) 540-9451  
wsippel@fletcher-sippel.com

ENTERED  
Office of the Secretary

MAY 04 2000  
Part of  
Public Record

May 2, 2000



Phone: (312) 540-0500  
Fax: (312) 540-9098  
www.fletcher-sippel.com

**FEDERAL EXPRESS**

Honorable Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, N.W.  
Washington, D.C. 20006

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

Dear Secretary Williams:

Ordering Paragraph No. 36 of Decision No. 89 in the above-captioned proceeding provides that "CSX must attempt to negotiate with IC, a resolution of the CSX/IC dispute regarding dispatching of the Leewood-Aulon line in Memphis." The Board further ordered CSX and IC to advise them of the status of these negotiations.

By letter dated April 19, 1999, counsel for CSX advised the Board that CSX and IC had devised a protocol for dispatching the Leewood-Aulon line and that the parties had agreed to test it and, at the end of the test period, advise the Board of the results. By letters to the Board dated July 30, 1999 and October 28, 1999, I advised the Board that, in order to take into account operating and traffic flow changes resulting from implementation of mergers on CSX and IC, the parties had agreed to extend the test period. My letter of February 2, 2000 to the Board advised that the parties had agreed to continue the test period to May 1, 2000.

10  
**FLETCHER & SIPPEL LLC**

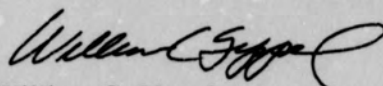
Honorable Vernon A. Williams

May 2, 2000

Page 2

This letter is to advise the Board that the parties continue to work on a resolution of this matter and, accordingly, have decided to extend the test period to August 1, 2000. At the end of that period, the parties will report back to the Board.

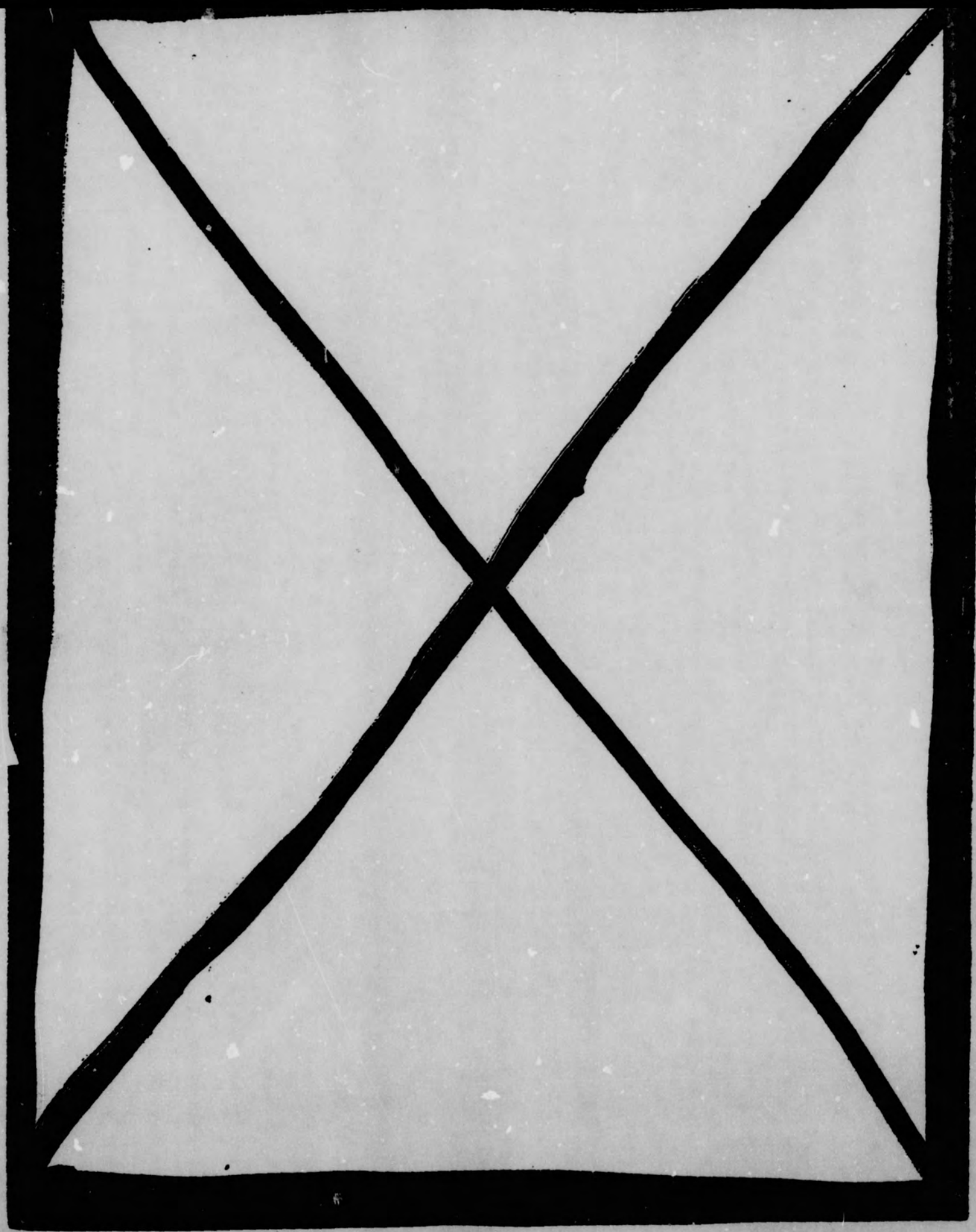
Respectfully submitted,



William C. Sippel

WCS/pj

cc: Paul R. Hitchcock, Esq.  
Myles L. Tobin, Esq.



STB

FD-33388

5-4-00

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SURFACE TRANSPORTATION BOARD

# Memorandum

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Office of the Secretary

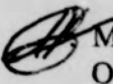
MAY 04 2000

Part of  
Public Record



DATE: May 4, 2000

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

FROM :  Mel Clemens, Director  
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest 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

May 3, 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, April 28<sup>th</sup>.

This week showed improvement over the prior week in all key measures. Average total daily cars on-line decreased from 271,124 to 267,608. Terminal dwell hours improved from 32.3 hours to 31.1 hours. Overall train velocity improved from 17.4 to 17.8 miles-per-hour.

At approximately 4:30 a.m. EDT on Friday, April 28, MCI World Com experienced a problem during planned maintenance of their equipment that caused a major communications outage for CSXT and some other MCI customers. The outage affected train control and dispatch systems, voice and data communications on the majority of CSXT's rail network. Restoration of communications began immediately and continued until full restoration by 11 a.m. that day. The former Conrail territory that is now part of the CSXT system was largely unaffected. Safety was not compromised during the outage; in fact, no accidents or injuries were reported as a result of the communications interruption.

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

#### **Chicago Gateway Operations**

The Chicago gateway operations continue to yield regular performance deliveries to western carriers. This week the gateway delivery performance remained the same as the prior week.

### **Yards and Terminals**

Customer car loadings declined this week, which contributed to traffic volumes that are closer to those normally encountered this time of year.. Overall dwell hours were essentially unchanged, from 32.3 to 31.1 hours compared to the prior week. This week, nine of the 14 measured terminals showed improvement in terminal dwell.

### **Corridor Performance**

Three of the six corridors showed an improvement from the prior week. The best train performance during this week was the East St. Louis to Northeast corridor. Second place belonged to the I - 95 corridor. Overall, the on-time-to-two-hours-late category moved slightly favorable and the percent of trains in the greater-than-six-hours-late category remained the same from the prior week.

### **Shared Areas**

Daily average on hand cars decreased from last week at Detroit North Yard and Oak Island, while holding steady at Pavonia. Overall terminal dwell time was 27.8 hours, up slightly from last week's 25.9 hours. The chief drivers of performance were slight increases in elapsed time for outbound road traffic at Oak Island and local/bridge traffic at Pavonia. For the week, there were a total of 44 trains delayed for CSXT and NS: 22 for crew, 15 for power, and 7 for late arrivals.

### **Additional Measurements**

Train Delay Metric: For 803 train starts, Train Delay totaled 142 hours for Power and 441 hours for Crew. Train starts and Power delays were down, while Crew delays increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 25.1% for the week, again a favorable movement from the prior week.

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

Daily Number of Recrews Required: Of 1935 crew starts, 78 (4%) were recrews, which is a one percentage point improvement over the prior week.

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

Locomotives: Gross Locomotives = 4320, Average Available = 3896, and Out-of-Service Ratio = 5.3%, which is a slight improvement from the prior week.

Cars Offered in Interchange: averaged 228 cars daily, of which 54 were allocated to Norfolk Southern. This was an decrease in the daily average and a decrease with the NS from the prior week.

Blocked Sidings or Multiple Main Lines: totaled six for the week, the same as reported from the prior week.

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 94% for 85 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to maintenance of way work, slow orders and the MCI Communications outage on Friday.

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

This report continues to reflect the steps that CSX is taking to improve its service. The number of cars on-line still remains high, but this week's number reflects the focus of management in the field on changes necessary to reduce the car volumes. Terminal dwell continues to move in the right direction, as well as train velocity. CSX continues to improve its operation on the Southern Region of the railroad, where power and crew difficulties have hampered our ability to operate as well as we know we can. The MCI outage was a serious blow to CSXT operations and original estimates were for a five to seven day recovery period. However, due to extraordinary efforts of the CSX Transportation team recover seems to have occurred much faster. Next week's report may show some residual effect.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 04/28/00

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/24/00	04/25/00	04/26/00	04/27/00	04/28/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	279	325	433	387	375
	Cars On Hand - Empty	313	282	478	267	457
	Cars On Hand - Total	592	607	911	654	832
	Cars Handled	175	292	576	291	560
	Dwell Hours	36.3	30.1	31.8	27.0	37.1
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	258	150	348	271	355
	Cars On Hand - Empty	272	188	314	212	411
	Cars On Hand - Total	530	338	662	483	766
	Cars Handled	439	368	556	403	421
	Dwell Hours	53.6	24.1	15.9	21.8	22.8
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	174	166	292	217	280
	Cars On Hand - Empty	130	136	122	212	87
	Cars On Hand - Total	304	302	414	429	367
	Cars Handled	158	257	229	432	394
	Dwell Hours	37.0	25.7	20.0	20.8	17.8

**CSX Comments:** Daily average on hand cars decreased from last week at Detroit North Yard and Oak Island, while holding steady at Pavonia. Overall terminal dwell time was 27.8 hours, up slightly from last week's 25.9. The chief drivers of performance were slight increases in elapsed time for outbound road traffic at Oak Island and local/bridge traffic at Pavonia.



# Surface Transportation Board

## Performance Measures

For the week ending: 04/28/00

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/24/00	04/25/00	04/26/00	04/27/00	04/28/00
North Jersey SAA	Number of Originations	3	12	18	14	15
	% Ontime	0%	33%	22%	21%	13%
	% Late 0-2 Hours	0%	17%	22%	14%	20%
	% Late 2-4 Hours	0%	0%	17%	21%	20%
	% Late 4-6 Hours	67%	17%	22%	14%	0%
	% Late GT 6 Hours	33%	33%	17%	29%	47%
South Jersey SAA	Number of Originations	4	7	8	7	4
	% Ontime	0%	43%	50%	29%	25%
	% Late 0-2 Hours	25%	29%	13%	0%	25%
	% Late 2-4 Hours	25%	0%	13%	14%	25%
	% Late 4-6 Hours	25%	0%	0%	29%	25%
	% Late GT 6 Hours	25%	29%	25%	29%	0%
Detroit SAA	Number of Originations	6	7	8	10	9
	% Ontime	17%	14%	25%	10%	33%
	% Late 0-2 Hours	67%	43%	63%	50%	33%
	% Late 2-4 Hours	0%	14%	0%	10%	0%
	% Late 4-6 Hours	0%	0%	0%	10%	22%
	% Late GT 6 Hours	17%	29%	13%	20%	11%

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



## Surface Transportation Board

### Performance Measures

For the week ending: 04/28/00

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

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 04/24/00	Tuesday 04/25/00	Wednesday 04/26/00	Thursday 04/27/00	Friday 04/28/00	Daily Average
Cars Offered	NS	123	22	102	12	12	54
	All Other	212	197	96	182	182	174
	Total	335	219	198	194	194	228

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

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

Measure	Track Type	Monday 04/24/00	Tuesday 04/25/00	Wednesday 04/26/00	Thursday 04/27/00	Friday 04/28/00	Weekly Total
Blocked	Sidings	1	0	0	1	2	4
	Multiple Main Lines	0	1	0	1	0	2
	Total	1	1	0	2	2	6

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

Service	Measure	Monday 04/24/00	Tuesday 04/25/00	Wednesday 04/26/00	Thursday 04/27/00	Friday 04/28/00	Weekly Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	50%	50%	50%	0%	30%
MARC	Trains	18	18	18	18	13	85
	% On Time	94%	100%	94%	100%	77%	94%

AMTK measured according to contract with CSXT.

# Surface Transportation Board

## Performance Measures

For the week ending: 04/28/00

### CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	04/22/00	04/23/00	04/24/00	04/25/00	04/26/00	04/27/00	04/28/00	Total
Baltimore	Train Crew Starts	13	11	14	14	17	17	12	98
	Crews Delayed +2 Hours	10	5	8	7	6	8	8	52
	% Delayed +2 Hours	77%	45%	57%	50%	35%	47%	67%	53%
Buffalo	Train Crew Starts	43	34	32	42	42	39	46	278
	Crews Delayed +2 Hours	7	4	10	4	8	6	10	49
	% Delayed +2 Hours	16%	12%	31%	10%	19%	15%	22%	18%
Chicago	Train Crew Starts	23	26	21	27	25	27	18	167
	Crews Delayed +2 Hours	4	8	3	7	5	8	7	42
	% Delayed +2 Hours	17%	31%	14%	26%	20%	30%	39%	25%
Cincinnati	Train Crew Starts	38	37	31	34	32	33	35	240
	Crews Delayed +2 Hours	3	3	5	2	1	2	6	22
	% Delayed +2 Hours	8%	8%	16%	6%	3%	6%	17%	9%
Cleveland	Train Crew Starts	26	23	28	25	24	26	28	180
	Crews Delayed +2 Hours	4	6	10	4	8	7	9	48
	% Delayed +2 Hours	15%	26%	36%	16%	33%	27%	32%	27%
Cumberland	Train Crew Starts	33	31	31	23	33	29	30	210
	Crews Delayed +2 Hours	6	3	2	0	2	5	3	21
	% Delayed +2 Hours	18%	10%	6%	0%	6%	17%	10%	10%
Detroit	Train Crew Starts	3	4	4	7	9	6	5	38
	Crews Delayed +2 Hours	0	0	0	2	2	1	3	8
	% Delayed +2 Hours	0%	0%	0%	29%	22%	17%	60%	21%
Philadelphia	Train Crew Starts	10	6	6	9	5	10	5	51
	Crews Delayed +2 Hours	5	3	1	5	2	2	2	20
	% Delayed +2 Hours	50%	50%	17%	56%	40%	20%	40%	39%
Selkirk	Train Crew Starts	40	33	27	35	41	49	46	271
	Crews Delayed +2 Hours	14	12	9	10	8	20	11	84
	% Delayed +2 Hours	35%	36%	33%	29%	20%	41%	24%	31%
Toledo	Train Crew Starts	32	40	24	22	30	28	25	201
	Crews Delayed +2 Hours	11	6	2	8	6	7	13	53
	% Delayed +2 Hours	34%	15%	8%	36%	20%	25%	52%	26%
Willard	Train Crew Starts	43	46	31	39	41	45	33	278
	Crews Delayed +2 Hours	3	6	6	7	6	7	12	47
	% Delayed +2 Hours	7%	13%	19%	18%	15%	16%	36%	17%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 04/28/00

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	04/22/00	04/23/00	04/24/00	04/25/00	04/26/00	04/27/00	04/28/00	Total
Train Delay	Originating Train Starts	109	108	112	108	120	132	114	803
	Delayed Hours - Power	16	15	22	45	0	17	27	142
	Delayed Hours - Crews	146	134	19	55	52	9	26	441

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	04/22/00	04/23/00	04/24/00	04/25/00	04/26/00	04/27/00	04/28/00	Average
Crew Availability	% Available	79%	77%	78%	80%	83%	83%	80%	80%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	04/22/00	04/23/00	04/24/00	04/25/00	04/26/00	04/27/00	04/28/00	Total
Crews/Recrews	Train Crew Starts	278	259	244	281	302	293	278	1935
	Recrews	9	8	7	15	19	10	10	78
	% Recrewed	3%	3%	3%	5%	6%	3%	4%	4%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 04/28/00

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	04/22/00	04/23/00	04/24/00	04/25/00	04/26/00	04/27/00	04/28/00	Average

Locomotives	Gross Fleet Size	4335	4330	4323	4301	4304	4336	4308	4320
	Avg. Number Available	3910	3912	3907	3909	3895	3871	3871	3896
	OOS Ratio	5.1	5.7	5.7	5.1	4.9	5.5	5.4	5.3

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	04/22/00	04/23/00	04/24/00	04/25/00	04/26/00	04/27/00	04/28/00	Average

Train Delay	Philadelphia/South Jersey	2	2	2	1	3	3	2	2
	North Jersey	0	2	2	3	3	2	3	2
	Detroit	1	4	1	3	4	0	1	2

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



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

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

May 3, 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 April 28, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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



Mr. Melvin F. Clemens, Jr.

May 3, 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

May 3, 2000

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

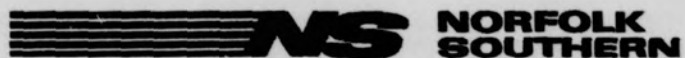
Dear Mr. Clemens:

Norfolk Southern's operational metrics for last week are consistent with those of the prior week. The number of cars on line decreased and the average train speed increased slightly; the average terminal dwell increased marginally. On the monitored corridors and Chicago gateway operations, 63 trains were held for terminal congestion, 42 trains were held for crews, and 20 trains were held for power.

With respect to our customer service hotline in Buffalo, NS received four calls from three different parties. All of the problems were resolved. Of the calls received, two involved matters related to NS' Buffalo operations; the remaining calls involved routine tracing matters involving other areas of NS' system.

The Shared Assets Areas maintained fluid operations last week. Daily average on-hand car volumes decreased at North Yard and Oak Island and held steady at Pavonia. Additionally, overall average terminal dwell time increased marginally. Road train delays for crews and power increased slightly over the prior week: 22 trains were delayed for 205 hours for lack of crews and 15 trains were delayed 190 hours awaiting power. Seven originating trains were delayed for 26 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 86% of the train delay hours in the SAAs.

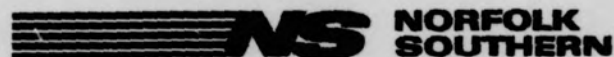
Sincerely,



For the week ending 4/28/00

Shared Asset Area - Yard Performance

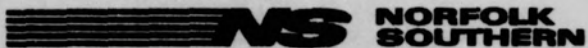
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	4/24/00	850	130	174	304	158	37.0
	4/25/00	850	136	166	302	357	25.7
	4/26/00	850	122	292	414	229	20.0
	4/27/00	850	212	217	429	432	20.8
	4/28/00	850	87	280	367	394	17.8
North Yard MI Average		850	137	226	363	314	22.7
Oak Island NJ	4/24/00	1200	313	279	592	175	36.3
	4/25/00	1200	282	325	607	292	30.1
	4/26/00	1200	478	433	911	576	31.8
	4/27/00	1200	267	387	654	291	27.0
	4/28/00	1200	457	375	832	560	37.1
Oak Island NJ Average		1200	359	360	719	379	32.8
Pavonia NJ	4/24/00	900	272	258	530	439	53.6
	4/25/00	900	188	150	338	368	24.1
	4/26/00	900	314	348	662	556	15.9
	4/27/00	900	212	271	483	403	21.8
	4/28/00	900	411	355	766	421	22.8
Pavonia Average		900	279	276	556	437	27.3



For the week ending 4/28/00

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	4/24/00	6	17%	67%	0%	0%	17%
	4/25/00	7	14%	43%	14%	0%	29%
	4/26/00	8	25%	63%	0%	0%	13%
	4/27/00	10	10%	50%	10%	10%	20%
	4/28/00	9	33%	33%	0%	22%	11%
Detroit Total		40	20%	50%	5%	8%	18%
North Jersey Total	4/24/00	3	0%	0%	0%	67%	33%
	4/25/00	12	33%	17%	0%	17%	33%
	4/26/00	18	22%	22%	17%	22%	17%
	4/27/00	14	21%	14%	21%	14%	29%
	4/28/00	15	13%	20%	20%	0%	47%
North Jersey Total		62	21%	18%	15%	16%	31%
South Jersey Total	4/24/00	4	0%	25%	25%	25%	25%
	4/25/00	7	43%	29%	0%	0%	29%
	4/26/00	8	50%	13%	13%	0%	25%
	4/27/00	7	29%	0%	14%	29%	29%
	4/28/00	4	25%	25%	25%	25%	0%
South Jersey Total		30	33%	17%	13%	13%	23%
Grand Total		132	23%	27%	11%	13%	25%



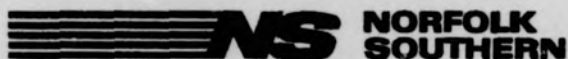
For the week ending 4/28/00

**Shared Asset Area Trains Held**

area	Sat 22-Apr	Sun 23-Apr	Mon 24-Apr	Tue 25-Apr	Wed 26-Apr	Thu 27-Apr	Fri 28-Apr	Grand Total
North Jersey		2	2	3	3	2	3	15
South Jersey	2	2	2	1	3	3	2	15
Detroit	1	4	1	3	4		1	14

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	50	91	39	82	0	262
other	0	45	0	0	0	45
<b>Total</b>	<b>50</b>	<b>136</b>	<b>39</b>	<b>82</b>	<b>0</b>	<b>307</b>

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

### NS Northern Region Train Starts and Delays

	Saturday 22-Apr	Sunday 23-Apr	Monday 24-Apr	Tuesday 25-Apr	Wednesday 26-Apr	Thursday 27-Apr	Friday 28-Apr	Grand Total
# of Train Starts	161	126	135	168	168	163	174	1095
<b>Delay Cause</b>								
Crew Delays (hrs)	0.0	6.2	20.7	5.0	14.7	0.0	0.0	46.6
Power Delays (hrs)	28.5	0.0	11.3	13.0	23.3	14.0	33.9	124.0

The delay numbers are expressed in hours

### NS Blocked Sidings and Multiple Main Lines

track	Monday 24-Apr	Tuesday 25-Apr	Wednesday 26-Apr	Thursday 27-Apr	Friday 28-Apr	total
Multiple Main	0	1	0	0	0	1
Siding	0	1	0	0	0	1
<b>Grand Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

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

### Locomotive Fleet Statistics

	Saturday 22-Apr	Sunday 23-Apr	Monday 24-Apr	Tuesday 25-Apr	Wednesday 26-Apr	Thursday 27-Apr	Friday 28-Apr	average
<b>Fleet Size</b>	3582	3590	3585	3584	3566	3559	3545	3573
<b>available</b>	3391	3412	3377	3389	3367	3361	3339	3377
<b>out of service %</b>	5.3%	5.0%	5.8%	5.4%	5.6%	5.6%	5.8%	5.5%

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

### NS Crew Starts and Delays

		Saturday 22-Apr	Sunday 23-Apr	Monday 24-Apr	Tuesday 25-Apr	Wednesday 26-Apr	Thursday 27-Apr	Friday 28-Apr	Grand Total
Allentown	crew starts	13	13	16	20	17	18	17	114
	crews delayed	2	2	5	3	6	7	2	27
Bellevue	crew starts	36	36	38	37	42	38	41	268
	crews delayed	14	15	17	10	13	12	19	100
Buffalo	crew starts	23	21	25	28	25	28	25	175
	crews delayed	8	4	4	9	5	6	5	41
Chicago	crew starts	38	37	32	35	31	32	37	242
	crews delayed	13	15	11	11	10	12	16	88
Cincinnati	crew starts	39	36	33	25	19	37	29	218
	crews delayed	7	6	7	5	4	9	10	48
Cleveland	crew starts	15	15	15	14	16	18	17	110
	crews delayed	3	3	1	3	5	2	7	24
Conway	crew starts	53	32	44	53	54	55	55	346
	crews delayed	17	6	8	17	12	20	15	95
Detroit	crew starts	18	11	18	24	25	18	25	139
	crews delayed	4	6	4	5	8	7	12	46
Elkhart	crew starts	41	34	40	38	40	39	41	273
	crews delayed	9	11	12	13	14	16	12	87
Harrisburg	crew starts	45	29	48	50	56	58	54	340
	crews delayed	9	7	25	18	17	13	12	101
Toledo	crew starts	53	40	47	47	56	62	61	366
	crews delayed	7	8	16	12	10	17	12	82

**Notes:**

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

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

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

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 22-Apr	Sunday 23-Apr	Monday 24-Apr	Tuesday 25-Apr	Wednesday 26-Apr	Thursday 27-Apr	Friday 28-Apr	average
availability%	79%	75%	78%	79%	81%	80%	80%	79%

**Notes:**

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

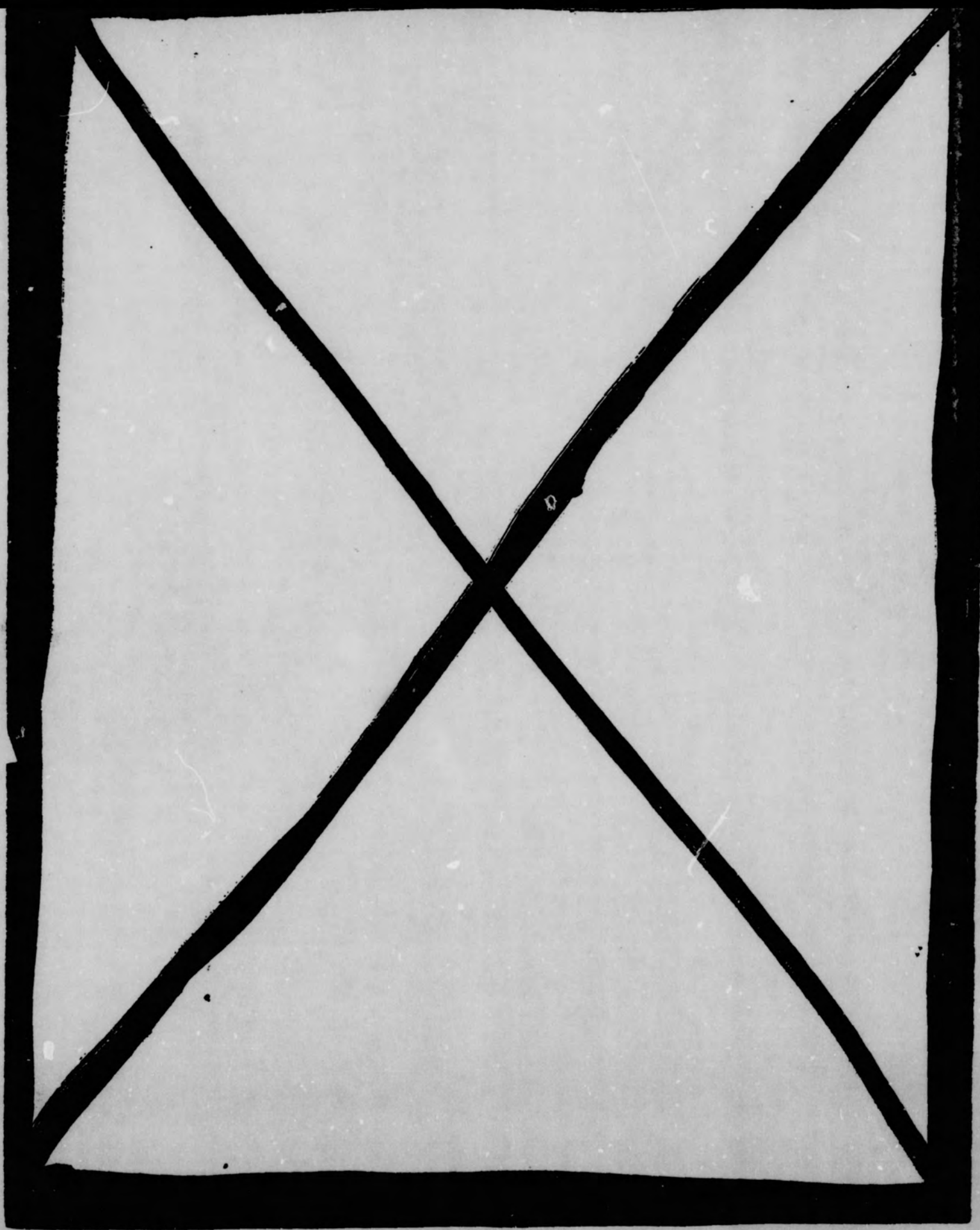
### NS Northern Region Crew Starts and Recrews

	Saturday 22-Apr	Sunday 23-Apr	Monday 24-Apr	Tuesday 25-Apr	Wednesday 26-Apr	Thursday 27-Apr	Friday 28-Apr	Grand Total
crew starts	332	248	276	320	340	341	337	2194
recrews	27	16	12	14	17	13	12	111

**Notes:**

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

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



STB

FD-33388

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WRITER'S DIRECT NUMBER  
(202) 736-8071

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MAY 01 2000

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May 1, 2000



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csadler@sidley.com

BY HAND DELIVERY - Original and 25 Copies

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

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

Subject: Petition for Extension of Time for Completion by Norfolk Southern of Compliance with Condition 8(A) of Appendix Q of STB Decision No. 89 re: Lucas Road, Erie County, Springfield Township (Erie), Pennsylvania, FRA 471940M

Dear Secretary Williams:

Condition 8(A) of Appendix Q of the Board's Decision No. 89 in the above-referenced docket requires, *inter alia*, that Norfolk Southern install flashing lights at the at-grade crossing at Lucas Road in Erie County, Springfield Township (Erie), Pennsylvania. Alternatively, Norfolk Southern may satisfy this requirement by entering into a negotiated agreement with the affected local jurisdiction and the state department of transportation to provide for "alternative safety improvements in the vicinity of the [identified highway/rail at-grade crossing] that achieve at least an equivalent level of safety enhancement." Condition 8(A) requires compliance with this provision within two years of the effective date of Decision No. 89 (August 22, 2000).

Norfolk Southern has recently been informed by the Pennsylvania Department of Transportation (PennDOT) that the Commonwealth supports further investigation of the Lucas Road grade crossing as a candidate for closure. PennDOT has indicated that it will work with Springfield Township to assess this at-grade crossing and that additional time would be beneficial to resolve relevant issues. Enclosed is a copy of the April 27, 2000 letter received by



May 1, 2000

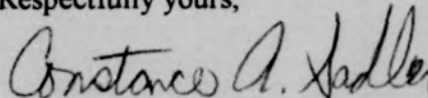
Page 2

Norfolk Southern from Dean A. Schreiber, P.E., Director, Bureau of Design of PennDOT, supporting an extension of time for compliance by Norfolk Southern with Condition 8(A) with respect to the Lucas Road grade crossing. Because the precise schedule for completion of the PennDOT investigation of this grade crossing and resolution of the closure issue with Springfield Township is uncertain, Norfolk Southern seeks STB approval of an extension of time for one year in which to complete a negotiated agreement with Springfield Township and PennDOT which would provide for the grade crossing closure as an alternative to the installation of flashing lights.

Norfolk Southern respectfully requests that the deadline for compliance with Environmental Condition 8(A) with respect to the Lucas Road grade crossing in Springfield Township, Erie County, Pennsylvania be extended by one year until August 22, 2001.

Please contact me at (202) 736-8071 if you have any questions about this request.

Respectfully yours,



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

cc: Elaine K. Kaiser  
Dean A. Schreiber, P.E., Director, Bureau of Design, PennDOT

SIDLEY & AUSTIN

WASHINGTON, D.C.

May 1, 2000

Page 3

bcc: Bruno Maestri  
A. Gayle Jordan  
Andrew Plump  
Peter Shultz  
Mary Gabrielle Sprague

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

www.dot.state.pa.us

April 21, 2000



Erie County  
T-537 (Lucas Road)  
Springfield Township  
AAR No. 471 940 M  
PUC No. A-00116532

NORFOLK SOUTHERN

APR 27 2000

Mr. Richard H. Ray, Administrator  
Highway Grade Crossings  
Norfolk Southern Railway Company  
99 Spring Street, S.W., Box 123  
Atlanta, Georgia 30303

C&S ENG

Dear Mr. Ray:

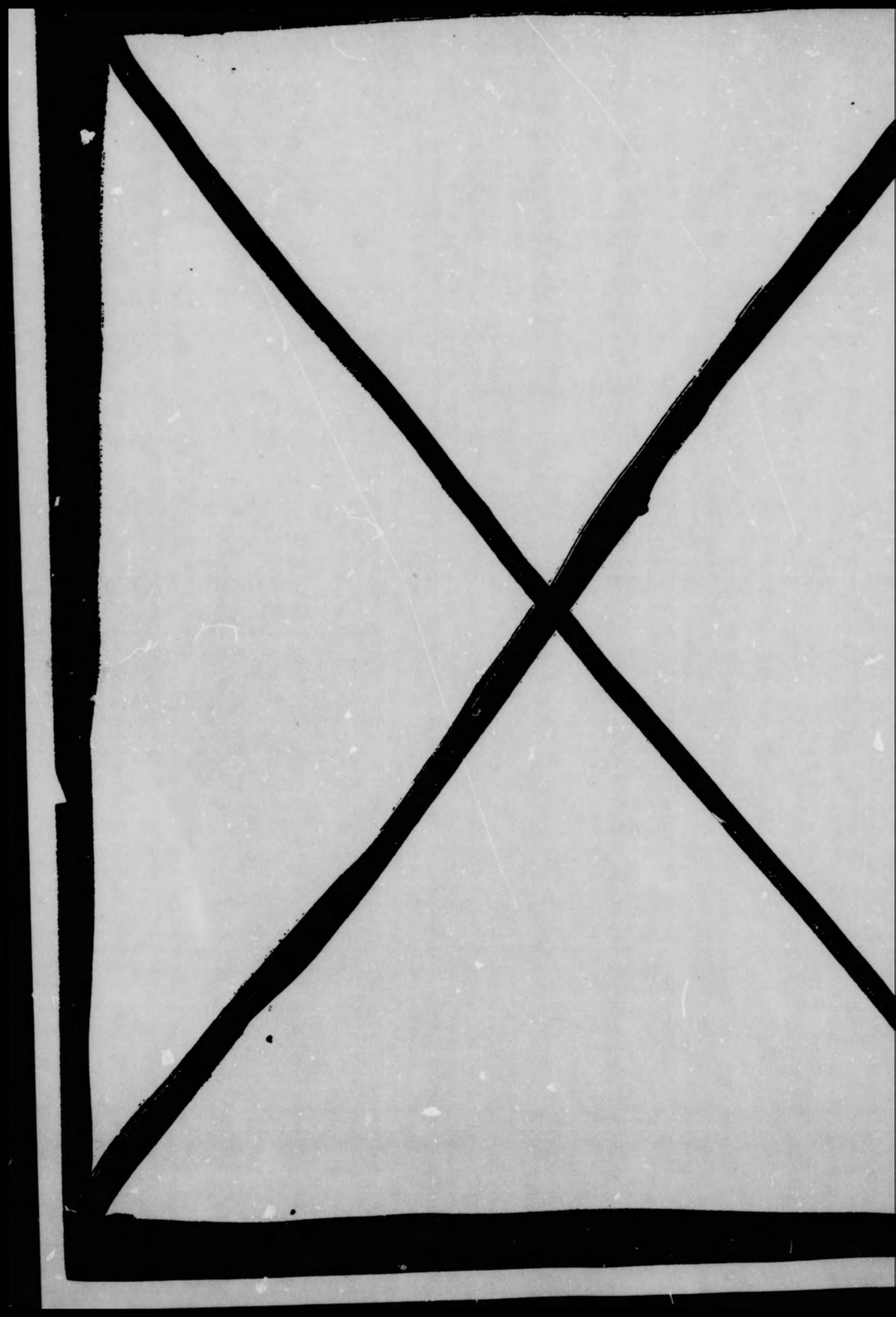
The Department of Transportation supports your request to the Federal Railway Administration for an extension of time to resolve the issues surrounding the possibility of closing the subject crossing. The subject crossing is a good candidate for further investigation due to its low average traffic count and the close proximity of adjacent highway/rail crossings.

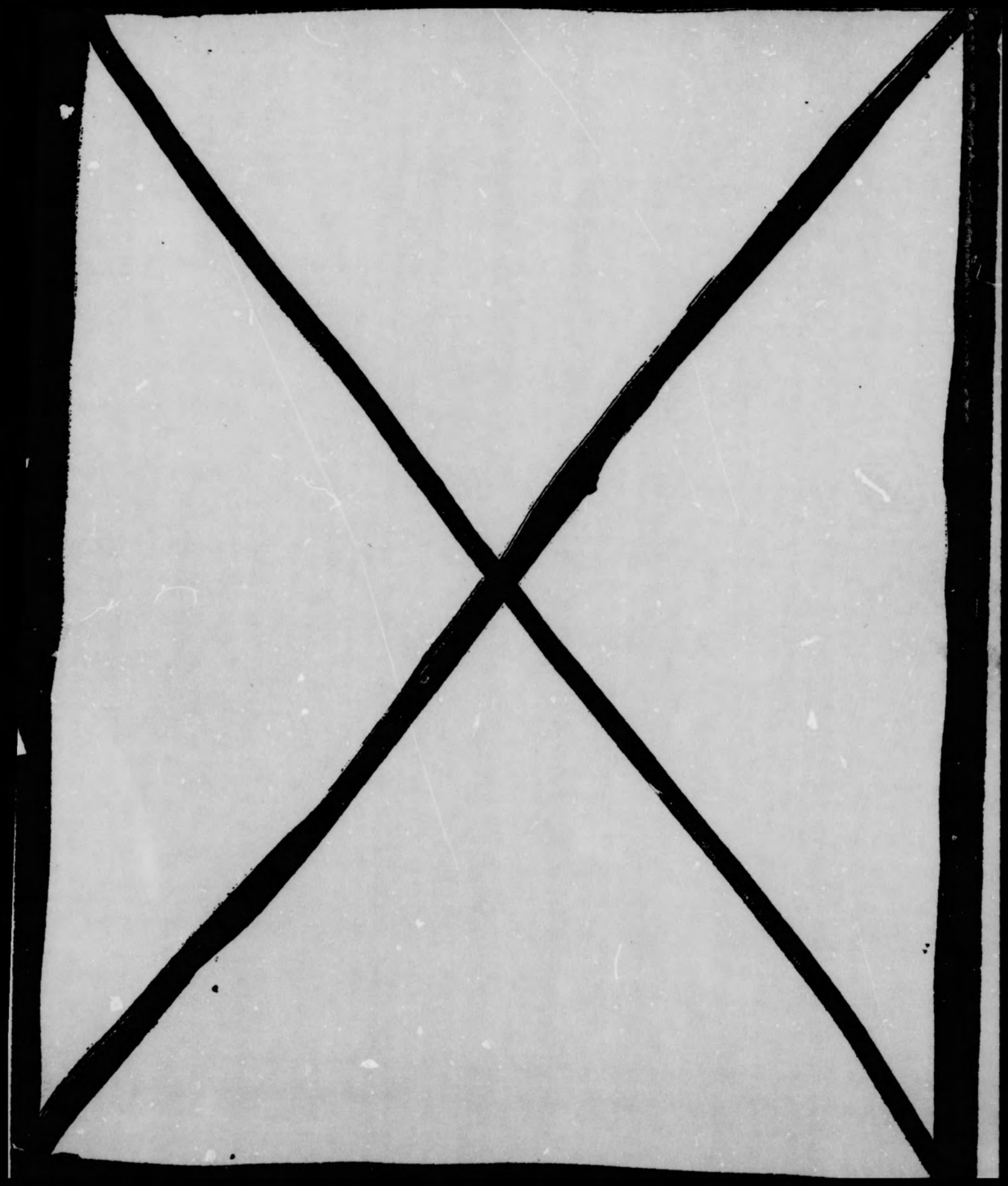
The Department supports working with Springfield Township and all other parties to come to a conclusion that is beneficial and satisfactory to all the parties.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Schreiber'.

For: Dean A. Schreiber, P.E.  
Director  
Bureau of Design







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FD-33388

4-28-00

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April 28, 2000



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The Honorable Vernon A. Williams  
Secretary, Surface Transportation Board  
Room 700  
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Washington, D.C. 20423

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

Subject: Petition for Extension of Time for Completion by Norfolk Southern of Compliance with Condition 8(A) of Appendix Q of STB Decision No. 89 re: Guilford Springs Road, Township of Guilford, Franklin County, Pennsylvania

Dear Secretary Williams:

Condition 8(A) of Appendix Q of the Board's Decision No. 89 in the above-referenced docket requires, *inter alia*, that Norfolk Southern install flashing lights at the at-grade crossing at Guilford Springs Road, located in Guilford Township in Franklin County, Pennsylvania. Alternatively, Norfolk Southern may satisfy this requirement by entering into a negotiated agreement with the affected local jurisdiction and the state department of transportation to provide for "alternative safety improvements in the vicinity of the [identified highway/rail at-grade crossing] that achieve at least an equivalent level of safety enhancement." Condition 8(A) requires compliance with this provision within two years of the effective date of Decision No. 89 (August 22, 2000).

Norfolk Southern has recently been apprised by the Guilford Township Supervisors that Guilford Township intends within a year to relocate Guilford Springs Road, including the existing grade crossing. Enclosed is a copy of a February 23, 2000 letter received by Norfolk Southern from Gregory L. Cook, Chairman of the Guilford Township Supervisors. As indicated in that letter, the final determination of the new location of the road and the Norfolk Southern grade crossing is expected within a few months and the new road is expected to be

April 28, 2000

Page 2

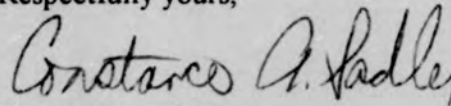
constructed within a year. The Guilford Township Supervisors have asked Norfolk Southern to refrain from installing any improvements at the existing Guilford Springs Road grade crossing while they make that determination and complete construction of the new road. Norfolk Southern has been requested by the Guilford Township Supervisors to convey to the Surface Transportation Board the need for postponement of the installation of flashing light signals at the grade crossing. When the new road and grade crossing have been completed, Norfolk Southern will work with the Guilford Township Supervisors and the Pennsylvania Department of Transportation to install flashing lights at the relocated Guilford Springs Road grade crossing.

As requested by the Guilford Township Supervisors, Norfolk Southern thus seeks STB approval of an extension of time for one year in which to install flashing lights at the relocated Guilford Springs Road grade crossing, such date to be based up the expected completion of construction of the relocated road and grade crossing by February 23, 2001. Should construction of the relocated road and grade crossing not be completed by February 23, 2001, Norfolk Southern seeks an extension of time of six months after completion of such construction in which to install flashing lights at the relocated Guilford Springs Road grade crossing.

Norfolk Southern respectfully requests that the deadline for compliance with Environmental Condition 8(A) with respect to the Guilford Springs Road grade crossing in Guilford Township, Franklin County, Pennsylvania be extended until the later of August 22, 2001 or six months following completion of the construction of the relocated Guilford Springs Road and the Norfolk Southern grade crossing.

Please contact me at (202) 736-8071 if you have any questions about this request.

Respectfully yours,



Constance A. Sadler

cc: Elaine K. Kaiser  
Gregory L. Cook, Chairman, Guilford Township Supervisors

**GUILFORD TOWNSHIP SUPERVISORS**

115 Spring Valley Road  
Chambersburg, Pennsylvania 17201-8414  
Phone (717) 264-6626 (Supervisors)  
(717) 264-0077 (Zoning)

**February 23, 2000**

**Mr. Richard F. Timmons  
Resident Vice President of Public Relations  
Norfolk Southern Corporation  
4600 Dear Path Road, Suite 202  
Harrisburg, PA 17110**

**Re: Guilford Springs Road ( T-467 )**

**Dear Mr. Timmons:**

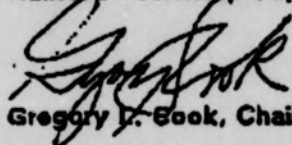
**As you are now aware the Guilford Township Supervisors have plans to relocate the existing Guilford Springs Road ( T-467 ) and the crossing where Norfolk Southern is proposing to install Train-activated Warning devices.**

**I anticipate a final determination on the exact location of the new (relocated) Guilford Springs Road / Norfolk Southern Railroad crossing in a couple of months. The new roadway should be constructed within a year.**

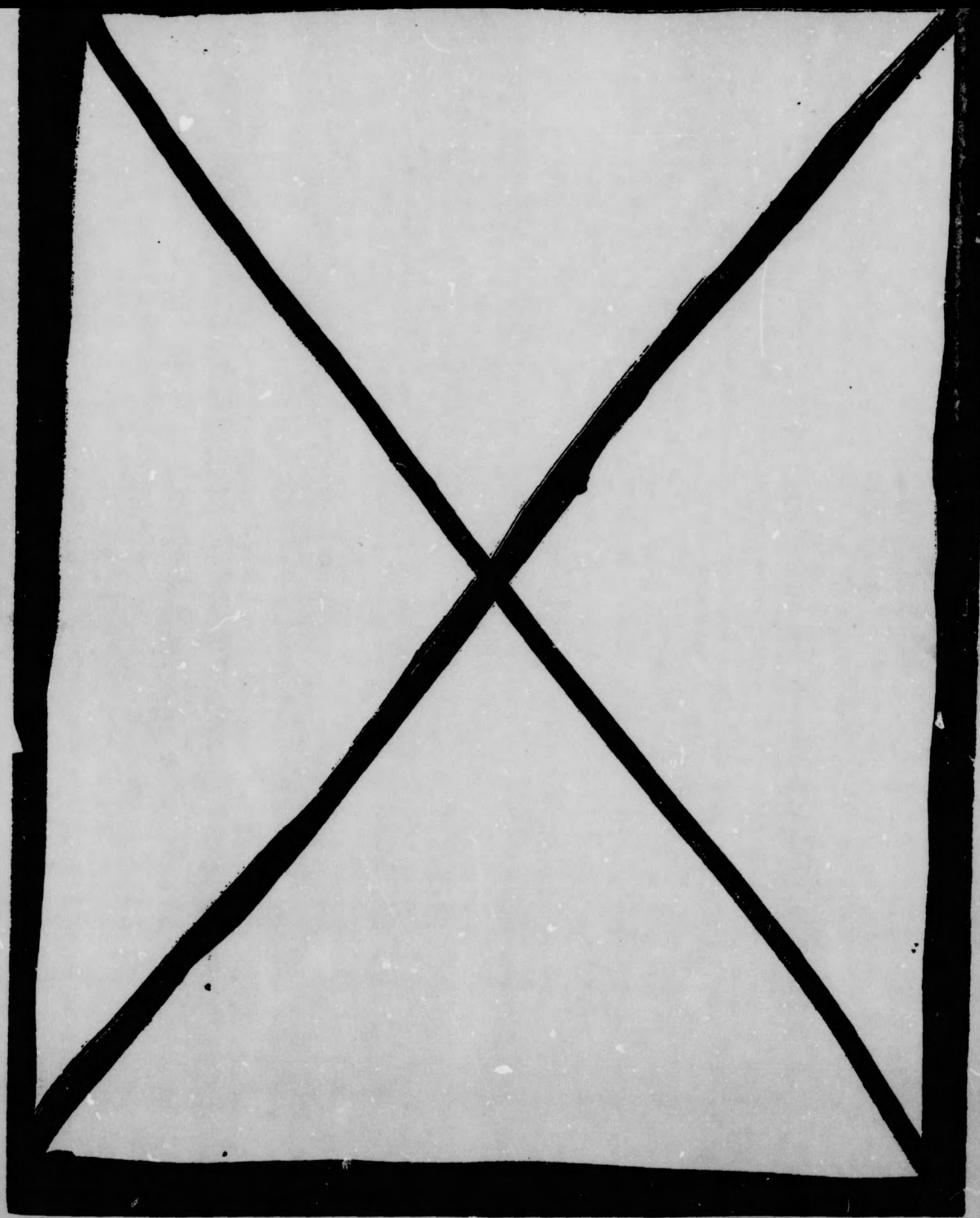
**The Guilford Township Supervisors ask that the installation of the new signals be postponed until the above relocation can be worked out. Certainly neither party wants new, costly signals to be installed on an existing roadway ( Guilford Springs Road ) that is scheduled for relocation.**

**Please make this appeal to every necessary party. If anyone requires additional information they may contact me.**

**Sincerely,  
Guilford Township Supervisors**



**Gregory D. Cook, Chairman**





STB

FD-33388

4-27-00

D

198334

SURFACE TRANSPORTATION BOARD

# Memorandum

198334

ENTERED  
Office of the Secretary


APR 27 2000

Part of  
Public Record



DATE: April 27, 2000

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

FROM :  Mel Clemens, Director  
Office of Compliance and Enforcement

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

Attached are the original and two copies of the 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

April 26, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, April 21<sup>st</sup>.

This week showed a slight improvement over the prior week in cars on-line and terminal dwell, while train velocity moved unfavorable. Average total daily cars on-line decreased, from 272,755 to 271,124. Terminal dwell hours improved slightly from 32.9 to 32.3 hours. Overall train velocity, however, decreased from 17.7 to 17.4 miles-per-hour.

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

#### **Chicago Gateway Operations**

Chicago gateway operations continue to yield regular performance deliveries to western carriers. This week the gateway delivery performance remained the same as the prior week.

#### **Yards and Terminals**

CSX continued to have heavy customer loadings especially in the southern portion of the railroad. Overall dwell hours moved slightly favorable, from 32.9 to 32.3 hours compared to the prior week. This week, six of the 14 measured terminals showed improvement in terminal dwell.

### **Corridor Performance**

Four of the six corridors showed an improvement from the prior week. The best train performance during this week was the East St. Louis to Northeast corridor. Second place belonged to the Chicago to Northeast corridor. Three corridors reflected the highest ratings of the previous 10 weeks. Overall, the on-time-to-two-hours-late improved by nine percentage points and the percent of trains in the greater-than-six-hours-late category improved seven percentage points from the prior week.

### **Shared Areas**

Daily average on hand cars increased from last week at Detroit North Yard and decreased at Pavonia, while holding steady at Oak Island. Overall terminal dwell time was 25.9 hours, up slightly from last week's 25.6 hours. The chief drivers of performance were slight increases in elapsed time for inbound local traffic at Detroit North Yard and Pavonia. For the week, there were a total of 40 trains delayed for CSXT and NS; 14 for crew, 21 for power, and 5 for late arrivals.

### **Additional Measurements**

**Train Delay Metric:** For 806 train starts, Train Delay totaled 333 hours for Power and 375 hours for Crew. Train starts decreased slightly, while Crew delays and Power delays increased significantly from the prior week. The increases were focused in a relatively small portion of the railroad, primarily at Birmingham, Atlanta, and Waycross (GA).

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 26.8% for the week, a favorable movement from the prior week.

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

**Daily Number of Recrews Required:** Of 1967 crew starts, 73 (4%) were renews, which is one percentage point better than the prior week.

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

**Locomotives:** Gross Locomotives = 4326, Average Available = 3919, and Out-of-Service Ratio = 5.5%, which is the same as the prior week.

**Cars Offered in Interchange:** averaged 195 cars daily, of which 65 were allocated to Norfolk Southern. This was a significant decrease in the daily average, from the prior week.

Blocked Sidings or Multiple Main Lines: totaled six for the week, down four from the prior week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 92% for 90 MARC trains (West Virginia - Washington). Amtrak delays were distributed evenly across maintenance of way slow orders, freight train interference, and signals.

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

This week's report again shows improving service. Although the pace of improvement is not as high as we would hope, the continued movement in the right direction has established a trend. We believe we have the right amount of resources in place. As we continue to gradually improve operations in our Southern Region, we are cautiously optimistic this favorable trend will continue.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements



## Surface Transportation Board

### Performance Measures

For the week ending: 04/21/00

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	309	282	307	311	442
	Cars On Hand - Empty	416	361	343	406	554
	Cars On Hand - Total	725	643	650	717	996
	Cars Handled	540	342	459	454	511
	Dwell Hours	28.1	22.8	28.8	29.7	29.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	284	374	362	370	220
	Cars On Hand - Empty	280	289	377	337	293
	Cars On Hand - Total	564	663	739	707	513
	Cars Handled	258	417	457	359	588
	Dwell Hours	39.1	25.2	22.3	25.2	23.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	221	199	208	191	217
	Cars On Hand - Empty	151	113	115	127	182
	Cars On Hand - Total	372	312	323	318	399
	Cars Handled	266	303	363	320	202
	Dwell Hours	28.2	23.0	20.7	20.1	21.7

**CSX Comments:** Daily average on hand cars increased from last week at Detroit North Yard and decreased at Pavonia, while holding steady at Oak Island. Overall terminal dwell time was 25.9 hours, up slightly from last weeks 25.6 hours. The chief drivers of performance were slight increases in elapsed time for inbound local traffic at Detroit North Yard and Pavonia

## Surface Transportation Board

### Performance Measures

For the week ending: 04/21/00

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00
North Jersey SAA	Number of Originations	8	14	14	12	12
	% Ontime	75%	21%	21%	25%	25%
	% Late 0-2 Hours	0%	36%	7%	0%	33%
	% Late 2-4 Hours	13%	7%	14%	25%	8%
	% Late 4-6 Hours	13%	7%	14%	8%	17%
	% Late GT 6 Hours	0%	29%	43%	42%	17%
South Jersey SAA	Number of Originations	3	6	7	5	7
	% Ontime	33%	33%	43%	60%	14%
	% Late 0-2 Hours	0%	0%	0%	0%	0%
	% Late 2-4 Hours	0%	17%	0%	0%	0%
	% Late 4-6 Hours	67%	33%	43%	20%	29%
	% Late GT 6 Hours	0%	17%	14%	20%	57%
Detroit SAA	Number of Originations	8	10	8	11	10
	% Ontime	25%	30%	13%	18%	30%
	% Late 0-2 Hours	13%	20%	50%	18%	20%
	% Late 2-4 Hours	25%	0%	0%	36%	40%
	% Late 4-6 Hours	0%	30%	13%	18%	10%
	% Late GT 6 Hours	38%	20%	25%	9%	0%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 04/21/00

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00	Average
Cars Offered	NS	13	52	118	10	134	65
	All Other	272	234	107	5	29	129
	Total	285	286	225	15	163	195

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

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00	Total
Blocked	Sidings	1	0	1	0	0	2
	Multiple Main Lines	1	1	0	1	1	4
	Total	2	1	1	1	1	6

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	0%	50%	70%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	94%	94%	83%	89%	92%

AMTK measured according to contract with CSXT.

# Surface Transportation Board

## Performance Measures

For the week ending: 04/21/00

### CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 04/15/00	Sunday 04/16/00	Monday 04/17/00	Tuesday 04/18/00	Wednesday 04/19/00	Thursday 04/20/00	Friday 04/21/00	Weekly Total
Baltimore	Train Crew Starts	15	13	16	15	19	18	19	115
	Crews Delayed +2 Hours	7	9	12	10	7	6	12	63
	% Delayed +2 Hours	47%	69%	75%	67%	37%	33%	63%	55%
Buffalo	Train Crew Starts	43	40	37	43	44	43	48	298
	Crews Delayed +2 Hours	10	8	13	9	12	7	10	69
	% Delayed +2 Hours	23%	20%	35%	21%	27%	16%	21%	23%
Chicago	Train Crew Starts	23	23	28	26	26	25	23	174
	Crews Delayed +2 Hours	7	11	6	4	4	5	9	46
	% Delayed +2 Hours	30%	48%	21%	15%	15%	20%	39%	26%
Cincinnati	Train Crew Starts	36	36	35	32	32	36	38	245
	Crews Delayed +2 Hours	9	4	8	7	4	5	2	39
	% Delayed +2 Hours	25%	11%	23%	22%	13%	14%	5%	16%
Cleveland	Train Crew Starts	25	29	26	26	28	24	23	181
	Crews Delayed +2 Hours	10	12	9	10	11	14	11	77
	% Delayed +2 Hours	40%	41%	35%	38%	39%	58%	48%	43%
Cumberland	Train Crew Starts	27	34	28	34	31	30	32	216
	Crews Delayed +2 Hours	1	4	2	9	1	2	3	22
	% Delayed +2 Hours	4%	12%	7%	26%	3%	7%	9%	10%
Detroit	Train Crew Starts	6	5	6	8	9	7	5	46
	Crews Delayed +2 Hours	2	0	3	3	3	3	1	15
	% Delayed +2 Hours	33%	0%	50%	38%	33%	43%	20%	33%
Philadelphia	Train Crew Starts	7	8	8	7	6	11	7	54
	Crews Delayed +2 Hours	2	0	4	3	4	5	4	22
	% Delayed +2 Hours	29%	0%	50%	43%	67%	45%	57%	41%
Selkirk	Train Crew Starts	41	43	27	36	42	43	44	276
	Crews Delayed +2 Hours	12	10	9	11	9	16	14	81
	% Delayed +2 Hours	29%	23%	33%	31%	21%	37%	32%	29%
Toledo	Train Crew Starts	28	32	33	30	29	29	33	214
	Crews Delayed +2 Hours	10	8	9	5	6	8	5	51
	% Delayed +2 Hours	36%	25%	27%	17%	21%	28%	15%	24%
Willard	Train Crew Starts	43	52	35	42	43	43	40	298
	Crews Delayed +2 Hours	7	10	8	8	2	6	10	51
	% Delayed +2 Hours	16%	19%	23%	19%	5%	14%	25%	17%

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



## Surface Transportation Board

### Performance Measures

For the week ending: 04/21/00

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	04/15/00	04/16/00	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00	Total
Train Delay	Originating Train Starts	100	113	108	117	113	131	124	806
	Delayed Hours - Power	41	2	21	71	49	97	52	333
	Delayed Hours - Crews	94	85	26	34	23	55	58	375

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	04/15/00	04/16/00	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00	Average
Crew Availability	% Available	82%	80%	80%	81%	82%	81%	82%	81%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	04/15/00	04/16/00	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00	Total
Crews/Recrews	Train Crew Starts	272	269	257	278	301	294	296	1967
	Recrews	10	5	3	14	11	14	16	73
	% Recrewed	4%	2%	1%	5%	4%	5%	5%	4%

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



## Surface Transportation Board

### Performance Measures

For the week ending: 04/21/00

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	04/15/00	04/16/00	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00	Average
Locomotives	Gross Fleet Size	4326	4319	4334	4327	4312	4329	4337	4326
	Avg. Number Available	3896	3897	3939	3931	3931	3918	3924	3919
	OOS Ratio	5.9	5.8	5.8	5.2	5.4	5.2	5.2	5.5

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	04/15/00	04/16/00	04/17/00	04/18/00	04/19/00	04/20/00	04/21/00	Average
Train Delay	Philadelphia/South Jersey	0	3	2	3	1	2	1	2
	North Jersey	4	2	2	2	1	1	1	2
	Detroit	0	4	1	2	4	2	2	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](mailto:gaaspato@nscorp.com)

April 26, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending April 21, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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.  
April 26, 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

April 26, 2000

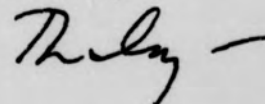
Mr. Melvin F. Clemens, Jr.  
Director, Office of Compliance and Enforcement  
Surface Transportation Board  
1925 K Street, NW  
Washington, D.C. 20423-0001

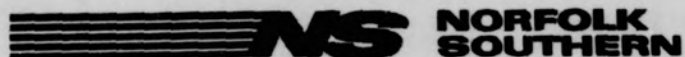
Dear Mr. Clemens:

Norfolk Southern's operations remain steady and loadings continue to be strong. The average train speed decreased slightly and the average terminal dwell increased insignificantly, but the number of cars on line decreased this week. On the monitored corridors and Chicago gateway operations, 68 trains were held for terminal congestion, 38 trains were held for crews, and 25 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volumes increased at North Yard and decreased at Pavonia. Average on-hand car volumes remained steady at Oak Island. The volumes at each yard remain within normal fluctuations. Average terminal dwell time increased slightly from last week. Lack of power resulted in 21 trains being delayed for 240 hours, while 14 trains were held for 95 hours for crews. Additionally, five originating trains were delayed for 22 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 77% of the train delay hours in the SAAs.

Sincerely,



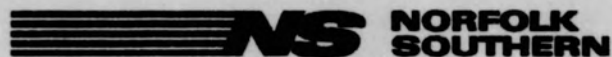


For the week ending 4/21/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	4/17/00	850	197	173	370	266	28.2
	4/18/00	850	146	209	355	303	23.0
	4/19/00	850	196	330	526	363	20.7
	4/20/00	850	210	289	499	320	20.1
	4/21/00	850	255	318	573	202	21.7
North Yard MI Average		850	201	264	465	291	22.6
Oak Island NJ	4/17/00	1200	312	372	683	540	28.1
	4/18/00	1200	242	306	548	342	22.8
	4/19/00	1200	329	377	706	459	28.8
	4/20/00	1200	479	434	913	454	29.7
	4/21/00	1200	478	405	883	511	29.8
Oak Island NJ Average		1200	368	379	747	461	28.1
Pavonia NJ	4/17/00	900	302	232	533	258	39.1
	4/18/00	900	253	221	474	417	25.2
	4/19/00	900	313	253	566	457	22.3
	4/20/00	900	299	232	531	359	25.2
	4/21/00	900	328	335	663	588	23.3
Pavonia Average		900	299	255	553	416	25.7

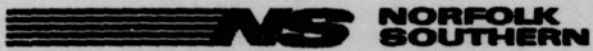




For the week ending 4/21/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	4/17/00	8	25%	13%	25%	0%	38%
	4/18/00	10	30%	20%	0%	30%	20%
	4/19/00	8	13%	50%	0%	13%	25%
	4/20/00	11	18%	18%	36%	18%	9%
	4/21/00	10	30%	20%	40%	10%	0%
<b>Detroit Total</b>		<b>47</b>	<b>23%</b>	<b>23%</b>	<b>21%</b>	<b>15%</b>	<b>17%</b>
North Jersey Total	4/17/00	8	75%	0%	13%	13%	0%
	4/18/00	14	21%	36%	7%	7%	29%
	4/19/00	14	21%	7%	14%	14%	43%
	4/20/00	12	25%	0%	25%	8%	42%
	4/21/00	12	25%	33%	8%	17%	17%
<b>North Jersey Total</b>		<b>60</b>	<b>30%</b>	<b>17%</b>	<b>13%</b>	<b>12%</b>	<b>28%</b>
South Jersey Total	4/17/00	3	33%	0%	0%	67%	0%
	4/18/00	6	33%	0%	17%	33%	17%
	4/19/00	7	43%	0%	0%	43%	14%
	4/20/00	5	60%	0%	0%	20%	20%
	4/21/00	7	14%	0%	0%	29%	57%
<b>South Jersey Total</b>		<b>28</b>	<b>36%</b>	<b>0%</b>	<b>4%</b>	<b>36%</b>	<b>25%</b>
<b>Grand Total</b>		<b>135</b>	<b>29%</b>	<b>16%</b>	<b>14%</b>	<b>18%</b>	<b>24%</b>

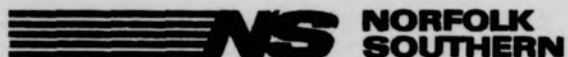


For the week ending 4/21/00

**Shared Asset Area Trains Held**

area	Sat 15-Apr	Sun 16-Apr	Mon 17-Apr	Tue 18-Apr	Wed 19-Apr	Thu 20-Apr	Fri 21-Apr	Grand Total
North Jersey	4	2	2	2	1	1	1	13
South Jersey	0	3	2	3	1	2	1	12
Detroit	0	4	1	2	4	2	2	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	66	0	219	0	0	285
other	169	113	171	0	260	713
<b>Total</b>	<b>235</b>	<b>113</b>	<b>390</b>	<b>0</b>	<b>260</b>	<b>998</b>

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

### NS Northern Region Train Starts and Delays

	Saturday 15-Apr	Sunday 16-Apr	Monday 17-Apr	Tuesday 18-Apr	Wednesday 19-Apr	Thursday 20-Apr	Friday 21-Apr	Grand Total
# of Train Starts	167	123	151	166	174	160	164	1105
<b>Delay Cause</b>								
Crew Delays (hrs)	35.2	8.3	3.0	7.2	5.3	0.0	7.2	66.2
Power Delays (hrs)	25.8	0.0	6.8	10.0	14.0	56.5	6.0	119.0

The delay numbers are expressed in hours

### NS Blocked Sidings and Multiple Main Lines

track	Monday 17-Apr	Tuesday 18-Apr	Wednesday 19-Apr	Thursday 20-Apr	Friday 21-Apr	total
Multiple Main	0	0	0	0	0	0
Siding	2	0	2	0	0	4
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>

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

### Locomotive Fleet Statistics

	Saturday 15-Apr	Sunday 16-Apr	Monday 17-Apr	Tuesday 18-Apr	Wednesday 19-Apr	Thursday 20-Apr	Friday 21-Apr	average
<b>Fleet Size</b>	3617	3623	3606	3588	3568	3569	3558	3590
<b>available</b>	3380	3405	3373	3387	3362	3366	3359	3376
<b>out of service %</b>	6.6%	6.0%	6.5%	5.6%	5.8%	5.7%	5.6%	6.0%

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

### NS Crew Starts and Delays

		Saturday 15-Apr	Sunday 16-Apr	Monday 17-Apr	Tuesday 18-Apr	Wednesday 19-Apr	Thursday 20-Apr	Friday 21-Apr	Grand Total
Allentown	crew starts	15	15	16	20	20	20	17	123
	crews delayed	4	7	6	6	8	5	2	38
Bellevue	crew starts	43	34	42	35	48	46	51	299
	crews delayed	17	11	19	9	16	16	22	110
Buffalo	crew starts	24	21	23	31	27	29	27	182
	crews delayed	7	7	7	9	4	11	7	52
Chicago	crew starts	30	36	37	38	36	33	33	243
	crews delayed	13	14	16	13	12	10	16	94
Cincinnati	crew starts	35	36	36	38	33	33	33	244
	crews delayed	10	17	13	5	4	7	5	61
Cleveland	crew starts	15	14	18	14	20	13	17	111
	crews delayed	7	6	6	3	3	5	3	38
Conway	crew starts	50	47	43	50	59	56	51	356
	crews delayed	8	9	17	12	25	17	17	105
Detroit	crew starts	22	14	18	26	21	22	25	146
	crews delayed	6	4	10	7	8	11	4	50
Elkhart	crew starts	39	37	45	43	36	42	41	283
	crews delayed	14	13	22	11	13	13	17	103
Harrisburg	crew starts	57	47	38	47	55	60	59	363
	crews delayed	20	16	17	18	27	35	13	146
Toledo	crew starts	61	52	52	48	60	61	53	387
	crews delayed	15	16	13	14	19	16	10	103

**Notes:**

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

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

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

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 15-Apr	Sunday 16-Apr	Monday 17-Apr	Tuesday 18-Apr	Wednesday 19-Apr	Thursday 20-Apr	Friday 21-Apr	average
availability%	77%	77%	75%	81%	83%	84%	82%	80%

**Notes:**

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

### NS Northern Region Crew Starts and Recrews

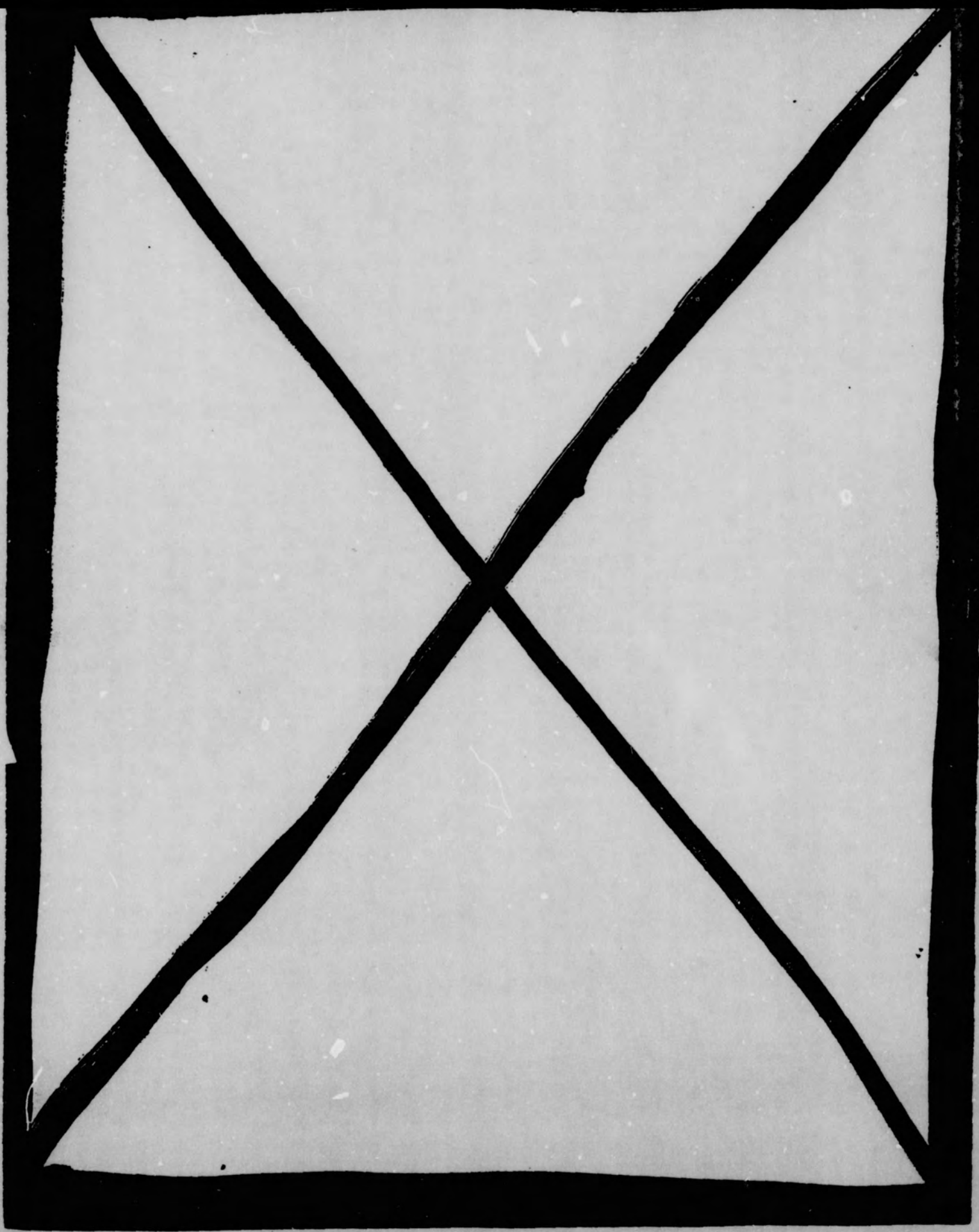
	Saturday 15-Apr	Sunday 16-Apr	Monday 17-Apr	Tuesday 18-Apr	Wednesday 19-Apr	Thursday 20-Apr	Friday 21-Apr	Grand Total
crew starts	330	300	271	322	340	343	335	2243
recrows	15	11	17	15	13	22	17	110

**Notes:**

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

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







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12-30-99

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SURFACE TRANSPORTATION BOARD

# Memorandum

ENTERED  
Office of the Secretary  
DEC 30 1999  
Part of  
Public Record



DATE: December 30, 1999

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

FROM : Mel Clemens, Director  
Office of Compliance and Enforcement

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

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

#### Attachments

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



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

Danford L. Price  
Assistant Vice President -  
Service Measurements

December 29, 1999

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, December 24<sup>th</sup>. This reporting period will include the pre-Christmas holiday shutdown period.

Total cars on line decreased for the sixth straight week to 264,874. Terminal dwell improved slightly from 33.5 to 33.0 hours. Overall train velocity decreased slightly from 18.4 to 18.3 miles-per-hour from the prior week.

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

#### **Chicago Gateway Operations**

Operations in the Chicago area continue to improve. During this reporting week the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorable by six percentage points, due to transit delays enroute Chicago.

#### **Yards and Terminals**

CSXT continues to have heavy volumes over the system and in particular the Northern Region Lines, but most yards and terminal areas are well within operational control limits. This week, six of the fourteen terminals showed an improvement by decreasing terminal dwell hours. The next reporting week will show a substantial increase in terminal dwell due to the two-day holiday curtailment.

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

Dwell hours at Toledo Stanley increased with heavy car volumes while Toledo Walbridge decreased from the previous reporting week. Dwell hours for Willard increased 7% from the previous reporting week. The number of cars on hand at Albany (Selkirk) remained heavy and the terminal dwell number increased about 7%. Indianapolis Avon Yard's dwell numbers moved favorable, down almost 49% over a six consecutive week period.

### **Corridor Performance**

In this reporting week, four of the six corridors improved performance and one remained the same, when compared to the previous week in the on-time-to-two-hours-late category. The best performance during the reported week was the Chicago to Northeast corridor. Second-best performance was New Orleans to Carolinas corridor. The East St. Louis to Northeast corridor posted its highest performance since integration. Overall the percent of trains in the greater-than-six-hours-late category improved, decreasing by one percentage point and tying the highest performance week since integration. The on-time-to-two-hours-late category moved favorable, increasing two percentage points.

### **Shared Areas**

Daily average on hand cars decreased at all three locations, reflecting pre-holiday local traffic clean-out activity. Overall terminal dwell time reduced from 47.5 hours to 41.5 hours.

Reported road train delays for crew decreased and power delays increased over the prior week. Four originating trains were delayed due to late arrivals.

### **Additional Measurements**

Train Delay Metric: For 671 train starts, Train Delay totaled 635 hours for Power and 1507 hours for Crew.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 37% for the week, an improvement of 4% from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 74%, down 4% from the prior week. This is an expected seasonal condition.

Daily Number of Recrews Required: Of 1603 crew starts, 107 (7%) were re Crews.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains for the North Jersey and Detroit areas. The South Jersey area averaged six trains.

Locomotives: Gross Locomotives = 4116, Average Available = 3745, and Out-of-Service Ratio = 5.3%.

Cars Offered in Interchange: averaged 110 cars daily, of which twenty-six were allocated to Norfolk Southern.

Blocked Sidings or Multiple Main Lines: totaled four for the week, up one from last week.

On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh - Washington). 97% for 72 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot-Line): the customer service center received only one hot-line call, seeking assistance in tracing cars. The request was resolved.

During this reporting week, CSXT began shutting down its operation on Thursday night December 23<sup>rd</sup>, in order to send train crews back to their home terminals no later than 0700, December 24<sup>th</sup>. The start-up occurred Sunday, the 26<sup>th</sup> in order to resume regular service by Monday morning the 27<sup>th</sup>. The next reporting week will include the impact to velocity and terminal dwell due to the holiday curtailment period compounded by a downturn in crew availability. We continue to monitor our customer needs during this holiday time frame in order to protect required shipment deliveries.

Sincerely,

Danford L. Price  
Assistant Vice President  
Service Measurements



## Surface Transportation Board

### Performance Measures

For the week ending: 12/24/99

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	613	417	551	337	380
	Cars On Hand - Empty	411	357	496	458	384
	Cars On Hand - Total	1024	774	1047	795	764
	Cars Handled	407	359	447	523	172
	Dwell Hours	74.7	59.9	60.9	39.5	48.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	287	79	263	61	150
	Cars On Hand - Empty	236	179	397	188	306
	Cars On Hand - Total	523	258	660	249	456
	Cars Handled	210	426	519	317	135
	Dwell Hours	77.1	24.8	25.2	35.9	25.6
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	131	128	205	112	243
	Cars On Hand - Empty	67	53	94	28	153
	Cars On Hand - Total	198	181	299	140	396
	Cars Handled	116	245	266	236	112
	Dwell Hours	24.8	19.9	25.5	27.2	23.1

**CSX Comments:** Daily average on hand cars decreased at all three locations, reflecting pre-holiday local traffic clean-out activity. Overall terminal dwell time reduced from 47.5 hours to 41.5 hours.

# Surface Transportation Board

## Performance Measures

For the week ending: 12/24/99

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99
North Jersey SAA	Number of Originations	5	15	10	5	0
	% Ontime	20%	27%	40%	60%	0%
	% Late 0-2 Hours	60%	47%	40%	20%	0%
	% Late 2-4 Hours	0%	20%	20%	20%	0%
	% Late 4-6 Hours	0%	7%	0%	0%	0%
	% Late GT 6 Hours	20%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	8	7	5	4	0
	% Ontime	50%	43%	40%	50%	0%
	% Late 0-2 Hours	13%	14%	40%	0%	0%
	% Late 2-4 Hours	25%	14%	20%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	50%	0%
	% Late GT 6 Hours	13%	29%	0%	0%	0%
Detroit SAA	Number of Originations	6	6	4	1	0
	% Ontime	50%	67%	50%	100%	0%
	% Late 0-2 Hours	17%	0%	25%	0%	0%
	% Late 2-4 Hours	17%	0%	0%	0%	0%
	% Late 4-6 Hours	17%	17%	0%	0%	0%
	% Late GT 6 Hours	0%	17%	25%	0%	0%

**CSX Comments:** Reported road train delay for crew decreased and power increased over the prior week. 21 trains were delayed for unavailable crews and 15 trains delayed for power. 5 originating trains were delayed due to late arrivals.

## Surface Transportation Board

### Performance Measures

For the week ending: 12/24/99

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99	Average
Cars Offered	NS	130	0	0	0	0	26
	All Other	0	0	132	143	143	84
	Total	130	0	132	143	143	110

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

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99	Total
Blocked	Sidings	2	0	0	0	2	4
	Multiple Main Lines	0	0	0	0	0	0
	Total	2	0	0	0	2	4

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	50%	100%	90%
MARC	Trains	18	18	18	18	0	72
	% On Time	89%	100%	100%	100%	N/A	97%

AMTK measured according to contract with CSXT.

# Surface Transportation Board

## Performance Measures

For the week ending: 12/24/99

### CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 12/18/99	Sunday 12/19/99	Monday 12/20/99	Tuesday 12/21/99	Wednesday 12/22/99	Thursday 12/23/99	Friday 12/24/99	Weekly Total
Baltimore	Train Crew Starts	18	13	18	14	10	13	3	89
	Crews Delayed +2 Hours	9	7	9	8	6	9	3	51
	% Delayed +2 Hours	50%	54%	50%	57%	60%	69%	100%	57%
Buffalo	Train Crew Starts	38	36	29	35	38	35	4	215
	Crews Delayed +2 Hours	10	14	10	5	11	13	1	64
	% Delayed +2 Hours	26%	39%	34%	14%	29%	37%	25%	30%
Chicago	Train Crew Starts	27	25	26	18	22	25	4	147
	Crews Delayed +2 Hours	14	12	5	8	9	14	1	63
	% Delayed +2 Hours	52%	48%	19%	44%	41%	56%	25%	43%
Cincinnati	Train Crew Starts	34	42	36	35	31	29	4	211
	Crews Delayed +2 Hours	10	10	3	10	6	9	1	49
	% Delayed +2 Hours	29%	24%	8%	29%	19%	31%	25%	23%
Cleveland	Train Crew Starts	20	22	20	19	21	18	2	122
	Crews Delayed +2 Hours	12	7	8	4	9	9	1	50
	% Delayed +2 Hours	60%	32%	40%	21%	43%	50%	50%	41%
Cumberland	Train Crew Starts	29	38	26	25	26	21	1	166
	Crews Delayed +2 Hours	5	8	5	10	7	6	0	41
	% Delayed +2 Hours	17%	21%	19%	40%	27%	29%	0%	25%
Detroit	Train Crew Starts	6	7	7	7	5	5	0	37
	Crews Delayed +2 Hours	3	1	2	1	1	0	0	8
	% Delayed +2 Hours	50%	14%	29%	14%	20%	0%	N/A	22%
Philadelphia	Train Crew Starts	4	8	7	7	5	5	0	36
	Crews Delayed +2 Hours	2	2	2	1	1	1	0	9
	% Delayed +2 Hours	50%	25%	29%	14%	20%	20%	N/A	25%
Selkirk	Train Crew Starts	25	27	21	26	28	29	5	161
	Crews Delayed +2 Hours	15	10	15	13	19	10	0	82
	% Delayed +2 Hours	60%	37%	71%	50%	68%	34%	0%	51%
Toledo	Train Crew Starts	29	23	25	24	28	19	0	148
	Crews Delayed +2 Hours	15	7	13	16	15	10	0	76
	% Delayed +2 Hours	52%	30%	52%	67%	54%	53%	N/A	51%
Willard	Train Crew Starts	39	36	36	39	39	31	4	224
	Crews Delayed +2 Hours	15	10	11	20	9	12	0	77
	% Delayed +2 Hours	38%	28%	31%	51%	23%	39%	0%	34%

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



## Surface Transportation Board

### Performance Measures

For the week ending: 12/24/99

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	12/18/99	12/19/99	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99	Total
Train Delay	Originating Train Starts	113	103	101	102	119	109	24	671
	Delayed Hours - Power	148	120	105	54	132	76	0	635
	Delayed Hours - Crews	125	181	120	100	151	285	545	1507

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	12/18/99	12/19/99	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99	Average
Crew Availability	% Available	77%	75%	73%	74%	73%	73%	71%	74%

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	12/18/99	12/19/99	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99	Total
Crews/Recrews	Train Crew Starts	274	230	247	248	285	248	71	1603
	Recrews	22	12	10	23	18	15	7	107
	% Recrewed	8%	5%	4%	9%	6%	6%	10%	7%

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



## Surface Transportation Board

### Performance Measures

For the week ending: 12/24/99

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	12/18/99	12/19/99	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99	Average
Locomotives	Gross Fleet Size	4135	4140	4119	4096	4106	4101	4114	4116
	Avg. Number Available	3750	3755	3767	3743	3731	3731	3741	3745
	OOS Ratio	5.8	5.6	5.2	5.2	4.9	5.0	5.3	5.3

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	12/18/99	12/19/99	12/20/99	12/21/99	12/22/99	12/23/99	12/24/99	Average
Train Delay	Philadelphia/South Jersey	4	6	9	10	4	3	4	6
	North Jersey	2	1	3	5	2	1	2	2
	Detroit	1	4	5	3	1	0	1	2

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

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12-16-99

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SURFACE TRANSPORTATION BOARD

# Memorandum

ENTERED  
Office of the Secretary

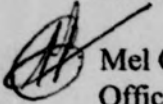
DEC 16 1999

Part of  
Public Record



DATE: December 16, 1999

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

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#### Attachments

cc: Chairman Morgan  
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Charles Renninger



500 Water Street (J407)  
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Danford L. Price  
Assistant Vice President -  
Service Measurements

December 15, 1999

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, December 10<sup>th</sup>.

Based primarily on the work performed by CSXT in the yard and terminal operations during the Thanksgiving holiday, we are again reporting improvements in many of the measures. Total cars on line decreased for the fourth straight week to 265,109. Terminal dwell decreased from 35.3 to 32.6 hours, the lowest average since September 10. Overall train velocity remained at 18.3 miles-per-hour for the second week in a row, a level that has shown continued improvement for five weeks.

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

#### **Chicago Gateway Operations**

Operations in the Chicago area continue to improve; however, during this reporting week the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorable by eight percentage points. This reflects transit en route to Chicago more than congestion within the Chicago area.

#### **Yards and Terminals**

Despite continued heavy volumes over the system and in particular the Northern Region Lines, most yards and terminal areas are well within operational control limits. This week, ten of the fourteen terminals showed a decrease in terminal dwell hours.

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

For the IHB yards, Blue Island dwell hours and car volumes were about the same, and Gibson dwell hours were up slightly, automotive car volumes increased more than 20% from the previous week. The cars on hand at Chicago (Barr) continue to improve and dwell hours decreased 17% from the previous week, or 27% over the past two weeks. Dwell numbers for Willard decreased 12% from the previous reporting week on heavy car volumes. Cincinnati (Queensgate) cars on-hand increased, and the dwell hours also reflected that unfavorable movement. The number of cars on hand at Albany (Selkirk) remained heavy, and the terminal dwell numbers increased slightly. Indianapolis Avon Yard's dwell numbers moved favorably for the fourth consecutive week, down almost 37%.

### **Corridor Performance**

In this reporting week, three of the six corridors improved performance, while one remained the same, when compared to the previous week in the on-time-to-two-hours-late category. Most notable improvement was the Chicago-to-Baltimore corridor which improved 37 percentage points. The best performance during the reported week was again the New Orleans to Carolinas corridor. Second-best performance was I-95 corridor. Overall, the percent of trains in the greater-than-six-hours-late category improved by one percentage point, while the on-time-to-two-hours-late category moved unfavorable by two percentage points.

### **Shared Areas**

Daily average on hand cars decreased at all three measured yards. The influx of traffic observed the prior week was transferred from the major yards to serving yards and industries. Overall terminal dwell time increased from 45.7 hours to 52.2 hours. Key impacts this past week were local deliveries at Oak Island and Pavonia. The inbound mix of traffic this week included a sizable number of cars that had been held in these yards for delivery.

### **Additional Measurements**

Train Delay Metric: Train Starts totaled 781, Train Delay Metric totaled 557 hours for Power and 448 hours for Crew, a 71% reduction in crew delay from the prior week.

Train Crew Delay Metric: the percent of crews not departing within two hours of the on-duty time averaged 40% for the week, improved 1% from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 81%, improved 2% from the prior week.

Daily Number of Recrews Required: Train Crew Starts totaled 2031, Recrews totaled 175, or 9% of the total crew starts, unfavorable by 1% from the prior week.



Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains for the South Jersey area and one train each for North Jersey and Detroit areas.

Locomotives: Gross Locomotives = 4173 , Average Available = 3784, and Out-of-Service Ratio = 5.6.

Cars Offered in Interchange: averaged 85 cars daily, of which thirty-nine were allocated to Norfolk Southern. Blocked Sidings or Multiple Main Lines decreased sixty-five percent.

On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh – Washington). 93% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot-Line): the customer service center received only one hot-line call, seeking assistance in tracing cars. The request was resolved.

Since the Thanksgiving holiday, CSXT has been able to continue making improvements to our total cars on-line, train velocity, and terminal dwell. While we continue to recognize that our service levels in some areas are not where we want them to be, it should be noted that recent indicators suggest that our operations are making consistent improvements.

Sincerely,

Danford L. Price  
Assistant Vice President  
Service Measurements

# Surface Transportation Board

## Performance Measures

For the week ending: 12/10/99

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	12/06/99	12/07/99	12/08/99	12/09/99	12/10/99
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	733	837	748	621	569
	Cars On Hand - Empty	563	543	541	579	708
	Cars On Hand - Total	1296	1380	1289	1200	1277
	Cars Handled	669	739	699	460	480
	Dwell Hours	58.9	62.0	81.6	50.1	65.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	489	356	400	317	288
	Cars On Hand - Empty	368	282	428	387	395
	Cars On Hand - Total	857	638	828	704	683
	Cars Handled	523	275	526	592	452
	Dwell Hours	78.1	46.7	45.4	37.1	40.5
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	189	189	176	204	273
	Cars On Hand - Empty	150	94	127	159	106
	Cars On Hand - Total	339	283	303	363	379
	Cars Handled	230	241	326	170	372
	Dwell Hours	27.3	24.7	16.6	28.4	29.8

**CSX Comments:** Daily on hand cars decreased at all three measured yards. The influx of traffic observed the prior week was transferred from the major yards to serving yards and industries. Overall terminal dwell time increased from 45.7 hours to 52.2 hours. Inbound traffic at Pavonia and Oak Island included a sizeable number of cars that were headed for local delivery impacting terminal dwell. Key affected traffic included inbound gondolas for Port Newark, general merchandise for Metuchen and general merchandise for industries on the Delair branch.

# Surface Transportation Board

## Performance Measures

For the week ending: 12/10/99

### Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 12/06/99	Tuesday 12/07/99	Wednesday 12/08/99	Thursday 12/09/99	Friday 12/10/99
North Jersey SAA	Number of Originations	7	14	15	14	8
	% Ontime	43%	43%	47%	36%	50%
	% Late 0-2 Hours	0%	36%	40%	36%	13%
	% Late 2-4 Hours	29%	0%	7%	7%	25%
	% Late 4-6 Hours	14%	14%	7%	7%	13%
	% Late GT 6 Hours	14%	7%	0%	14%	0%
South Jersey SAA	Number of Originations	7	7	8	4	3
	% Ontime	14%	43%	38%	75%	67%
	% Late 0-2 Hours	14%	29%	0%	0%	0%
	% Late 2-4 Hours	29%	29%	13%	25%	33%
	% Late 4-6 Hours	29%	0%	25%	0%	0%
	% Late GT 6 Hours	14%	0%	25%	0%	0%
Detroit SAA	Number of Originations	6	6	7	7	6
	% Ontime	50%	50%	43%	57%	33%
	% Late 0-2 Hours	17%	0%	14%	0%	50%
	% Late 2-4 Hours	33%	17%	0%	29%	0%
	% Late 4-6 Hours	0%	17%	0%	0%	17%
	% Late GT 6 Hours	0%	17%	43%	14%	0%

**CSX Comments:** Ontime originations for the composite of all three shared asset areas decreased by 11 percentage points from last week.

## Surface Transportation Board

### Performance Measures

For the week ending: 12/10/99

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	12/06/99	12/07/99	12/08/99	12/09/99	12/10/99	Average
Cars Offered	NS	180	15	0	0	0	39
	All Other	134	96	0	0	0	46
	Total	314	111	0	0	0	85

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

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	12/06/99	12/07/99	12/08/99	12/09/99	12/10/99	Total
Blocked	Sidings	0	1	0	0	0	1
	Multiple Main Lines	3	0	2	2	0	7
	Total	3	1	2	2	0	8

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	12/06/99	12/07/99	12/08/99	12/09/99	12/10/99	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	0%	80%
MARC	Trains	18	18	18	18	18	90
	% On Time	83%	100%	100%	83%	100%	93%

AMTK measured according to contract with CSXT.



# Surface Transportation Board

## Performance Measures

For the week ending: 12/10/99

### CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 12/04/99	Sunday 12/05/99	Monday 12/06/99	Tuesday 12/07/99	Wednesday 12/08/99	Thursday 12/09/99	Friday 12/10/99	Weekly Total
Baltimore	Train Crew Starts	19	16	18	16	20	12	18	119
	Crews Delayed +2 Hours	11	9	6	2	11	7	4	50
	% Delayed +2 Hours	58%	56%	33%	13%	55%	58%	22%	42%
Buffalo	Train Crew Starts	35	38	32	43	46	43	40	277
	Crews Delayed +2 Hours	8	14	15	9	16	9	21	92
	% Delayed +2 Hours	23%	37%	47%	21%	35%	21%	53%	33%
Chicago	Train Crew Starts	26	26	27	29	23	25	23	179
	Crews Delayed +2 Hours	14	11	11	10	10	7	6	69
	% Delayed +2 Hours	54%	42%	41%	34%	43%	28%	26%	39%
Cincinnati	Train Crew Starts	33	35	45	24	30	34	31	232
	Crews Delayed +2 Hours	10	15	16	10	12	14	13	90
	% Delayed +2 Hours	30%	43%	36%	42%	40%	41%	42%	39%
Cleveland	Train Crew Starts	16	21	15	23	22	24	20	141
	Crews Delayed +2 Hours	5	11	7	7	8	8	11	57
	% Delayed +2 Hours	31%	52%	47%	30%	36%	33%	55%	40%
Cumberland	Train Crew Starts	30	35	30	37	28	32	30	222
	Crews Delayed +2 Hours	12	7	7	15	7	9	13	70
	% Delayed +2 Hours	40%	20%	23%	41%	25%	28%	43%	32%
Detroit	Train Crew Starts	2	5	4	5	5	4	3	28
	Crews Delayed +2 Hours	1	1	2	0	2	1	2	9
	% Delayed +2 Hours	50%	20%	50%	0%	40%	25%	67%	32%
Philadelphia	Train Crew Starts	10	7	6	6	5	6	8	48
	Crews Delayed +2 Hours	4	0	1	3	3	1	1	13
	% Delayed +2 Hours	40%	0%	17%	50%	60%	17%	13%	27%
Selkirk	Train Crew Starts	27	26	25	33	30	44	31	216
	Crews Delayed +2 Hours	9	9	11	16	13	25	11	94
	% Delayed +2 Hours	33%	35%	44%	48%	43%	57%	35%	44%
Toledo	Train Crew Starts	26	28	24	30	27	29	32	196
	Crews Delayed +2 Hours	16	22	16	22	17	19	15	127
	% Delayed +2 Hours	62%	79%	67%	73%	63%	66%	47%	65%
Willard	Train Crew Starts	33	34	29	43	42	41	51	273
	Crews Delayed +2 Hours	12	14	16	22	19	12	24	119
	% Delayed +2 Hours	36%	41%	55%	51%	45%	29%	47%	44%

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



## Surface Transportation Board

### Performance Measures

For the week ending: 12/10/99

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	12/04/99	12/05/99	12/06/99	12/07/99	12/08/99	12/09/99	12/10/99	Total
Train Delay	Originating Train Starts	101	103	105	108	124	129	111	781
	Delayed Hours - Power	72	145	49	26	20	41	153	506
	Delayed Hours - Crews	135	58	16	33	44	64	98	448

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	12/04/99	12/05/99	12/06/99	12/07/99	12/08/99	12/09/99	12/10/99	Average
Crew Availability	% Available	80%	79%	81%	81%	82%	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	12/04/99	12/05/99	12/06/99	12/07/99	12/08/99	12/09/99	12/10/99	Total
Crews/Recrews	Train Crew Starts	290	278	255	300	303	326	279	2031
	Recrews	23	18	27	24	31	30	22	175
	% Recrewed	8%	6%	11%	8%	10%	9%	8%	9%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 12/10/99

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	12/04/99	12/05/99	12/06/99	12/07/99	12/08/99	12/09/99	12/10/99	Average
Locomotives	Gross Fleet Size	4203	4216	4188	4181	4165	4133	4127	4173
	Avg. Number Available	3810	3832	3802	3801	3779	3786	3679	3784
	OOS Ratio	5.4	5.9	5.5	5.8	5.7	5.5	5.2	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	12/04/99	12/05/99	12/06/99	12/07/99	12/08/99	12/09/99	12/10/99	Average
Train Delay	Philadelphia/South Jersey	0	0	2	2	4	5	4	2
	North Jersey	0	0	2	1	3	2	1	1
	Detroit	0	0	2	1	1	1	2	1

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

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

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

December 15, 1999

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 December 10, 1999, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.

December 15, 1999

Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures



December 15, 1999

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 operations continue to demonstrate improved fluidity, as indicated by this week's report. Although average train speed decreased somewhat and overall average terminal dwell time showed a marginal increase compared to the last report, measures remain within suitable ranges that reflect the progress made in our operations. Similarly, cars on line went up slightly, but the level is still within a satisfactory range indicative of the improvements that have been made over the past several weeks. On the monitored corridors and Chicago gateway operations, 91 trains were held for terminal congestion, 29 trains were held for crews, and 18 trains were held for power.

With respect to our customer service hotline in Buffalo, two new calls were received, both of which were resolved. One other matter remains pending.

In the Shared Assets Areas, lack of power resulted in 8 trains being delayed for 102 hours, while 21 trains were held for 266 hours awaiting crews. Additionally, four originating trains were delayed for 34 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 83% of the train delay hours in the SAAs.

Finally, last week marked the completion of the rollout of Norfolk Southern's Thoroughbred Yard Enterprise System (TYES) on the Northern Region. A sophisticated computerized rail car management and reporting system, TYES is an important step toward improving NS train movement information, and Northern Region operations will benefit from its capabilities.

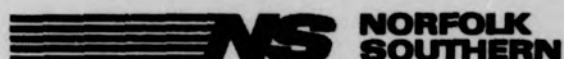
Sincerely,



## **Buffalo Update**

Bison Yard began handling freight shipments on December 1 and is now operational. Although further construction of buildings and other support structures is required, the functional completion of the yard already has begun to have a positive impact on traffic in the Buffalo area. The mere elimination of the need to tie trains on lines lying on either side of the yard has served to improve fluidity, and the benefits provided by the facility should continue to accrue.

In addition, Norfolk Southern has rerouted traffic that previously moved back and forth between the Southern Tier and the Mid-Atlantic through Buffalo, bypassing that area. Finally, Norfolk Southern remains alert for opportunities to coordinate and cooperate with our fellow railroads as needed to alleviate congestion or otherwise improve traffic flows in the area.



### 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

### NS Northern Region Train Starts and Delays

	Saturday 4-Dec	Sunday 5-Dec	Monday 6-Dec	Tuesday 7-Dec	Wednesday 8-Dec	Thursday 9-Dec	Friday 10-Dec	Grand Total
# of Train Starts	172	166	171	183	183	187	191	1253
<b>Delay Cause</b>								
Crew Delays (hrs)	1.1	7.0	31.6	32.8	8.7	9.2	27.5	117.8
Power Delays (hrs)	99.6	88.7	110.8	130.4	276.0	340.0	186.0	1231.5

The delay numbers are expressed in hours

### NS Blocked Sidings and Multiple Main Lines

track	Monday 6-Dec	Tuesday 7-Dec	Wednesday 8-Dec	Thursday 9-Dec	Friday 10-Dec	total
Multiple Main	0	2	0	1	1	4
Siding	0	0	0	0	0	0
<b>Grand Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>

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

### Locomotive Fleet Statistics

	Saturday 4-Dec	Sunday 5-Dec	Monday 6-Dec	Tuesday 7-Dec	Wednesday 8-Dec	Thursday 9-Dec	Friday 10-Dec	average
<b>Fleet Size</b>	<b>3718</b>	<b>3731</b>	<b>3712</b>	<b>3738</b>	<b>3744</b>	<b>3745</b>	<b>3739</b>	<b>3732</b>
<b>available</b>	<b>3482</b>	<b>3485</b>	<b>3487</b>	<b>3536</b>	<b>3510</b>	<b>3514</b>	<b>3533</b>	<b>3507</b>
<b>out of service %</b>	<b>6.3%</b>	<b>6.6%</b>	<b>6.1%</b>	<b>5.4%</b>	<b>6.3%</b>	<b>6.2%</b>	<b>5.5%</b>	<b>6.0%</b>

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

### NS Crew Starts and Delays

		Saturday 4-Dec	Sunday 5-Dec	Monday 6-Dec	Tuesday 7-Dec	Wednesday 8-Dec	Thursday 9-Dec	Friday 10-Dec	Grand Total
Allentown	crew starts	13	16	19	20	15	17	18	118
	crews delayed	6	4	5	4	3	5	2	29
Bellevue	crew starts	46	39	45	53	48	51	44	326
	crews delayed	17	10	10	23	18	14	16	108
Buffalo	crew starts	16	18	18	25	22	28	22	149
	crews delayed	8	4	4	4	3	7	4	34
Chicago	crew starts	41	42	33	32	35	40	41	264
	crews delayed	19	18	11	11	14	13	21	107
Cincinnati	crew starts	33	37	33	40	35	41	30	249
	crews delayed	12	17	15	16	17	13	11	101
Cleveland	crew starts	18	20	21	25	24	18	20	146
	crews delayed	7	6	10	10	9	6	5	53
Conway	crew starts	51	49	46	50	53	47	58	354
	crews delayed	12	15	12	8	10	13	14	84
Detroit	crew starts	21	17	24	20	21	31	21	155
	crews delayed	7	9	7	8	8	15	8	62
Elkhart	crew starts	47	39	40	29	41	46	39	281
	crews delayed	14	10	10	7	16	7	8	72
Harrisburg	crew starts	62	44	46	56	59	59	64	390
	crews delayed	23	12	13	21	18	18	22	127
Toledo	crew starts	60	47	50	49	54	57	52	369
	crews delayed	10	8	6	7	12	9	11	63

**Notes:**

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

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

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

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 4-Dec	Sunday 5-Dec	Monday 6-Dec	Tuesday 7-Dec	Wednesday 8-Dec	Thursday 9-Dec	Friday 10-Dec	average
availability%	77%	75%	79%	81%	81%	82%	81%	79%

**Notes:**

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

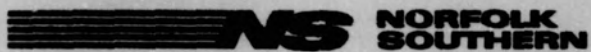
### NS Northern Region Crew Starts and Recrews

	Saturday 4-Dec	Sunday 5-Dec	Monday 6-Dec	Tuesday 7-Dec	Wednesday 8-Dec	Thursday 9-Dec	Friday 10-Dec	Grand Total
crew starts	385	334	346	366	381	388	390	2590
recrews	43	45	54	65	66	62	54	389

**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



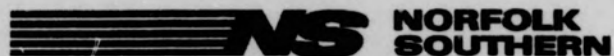
For the week ending 12/10/99

**Shared Asset Area Trains Held**

area	Sat 04-Dec	Sun 05-Dec	Mon 06-Dec	Tue 07-Dec	Wed 08-Dec	Thu 09-Dec	Fri 10-Dec	Grand Total
North Jersey	0	0	2	2	4	5	4	17
South Jersey	0	0	2	1	3	2	1	9
Detroit	0	0	2	1	1	1	2	7

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.



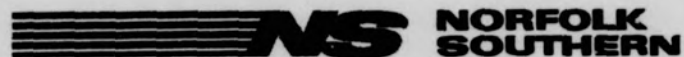


For the week ending 12/10/99

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	12/06/99	6	50%	17%	33%	0%	0%
	12/07/99	6	50%	0%	17%	17%	17%
	12/08/99	7	43%	14%	0%	0%	43%
	12/09/99	7	57%	0%	29%	0%	14%
	12/10/99	6	33%	50%	0%	17%	0%
Detroit Total		32	47%	16%	16%	6%	16%
North Jersey Total	12/06/99	7	43%	0%	29%	14%	14%
	12/07/99	14	43%	36%	0%	14%	7%
	12/08/99	15	47%	40%	7%	7%	0%
	12/09/99	14	36%	36%	7%	7%	14%
	12/10/99	8	50%	13%	25%	13%	0%
North Jersey Total		58	43%	29%	10%	10%	7%
South Jersey Total	12/06/99	7	14%	14%	29%	29%	14%
	12/07/99	7	43%	29%	29%	0%	0%
	12/08/99	8	38%	0%	13%	25%	25%
	12/09/99	4	75%	0%	25%	0%	0%
	12/10/99	3	67%	0%	33%	0%	0%
South Jersey Total		29	41%	10%	24%	14%	10%
Grand Total		119	44%	21%	15%	10%	10%





For the week ending 12/10/99

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	12/6/99	850	150	189	339	230	27.3
	12/7/99	850	94	189	283	241	24.7
	12/8/99	850	127	176	303	326	16.6
	12/9/99	850	159	204	363	170	28.4
	12/10/99	850	106	273	379	372	29.8
North Yard MI Average		850	127	206	333	268	25.1
Oak Island NJ	12/6/99	1200	563	733	1296	669	58.9
	12/7/99	1200	543	837	1380	739	62.0
	12/8/99	1200	541	748	1289	699	81.6
	12/9/99	1200	579	621	1200	460	50.1
	12/10/99	1200	708	569	1277	480	65.2
Oak Island NJ Average		1200	587	702	1288	609	64.5
Pavonia NJ	12/6/99	900	368	489	857	523	78.1
	12/7/99	900	282	356	638	275	46.7
	12/8/99	900	428	400	828	526	45.4
	12/9/99	900	383	317	700	292	37.1
	12/10/99	900	395	288	683	452	40.5
Pavonia Average		900	371	370	741	414	51.6

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SURFACE TRANSPORTATION BOARD

# Memorandum

ENTERED  
Office of the Secretary

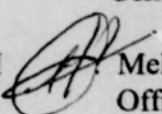
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Part of  
Public Record



DATE: December 9, 1999

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

FROM  Mel Clemens, Director  
Office of Compliance and Enforcement

D

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

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

Attachments

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



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

Danford L. Price  
Assistant Vice President -  
Service Measurements

December 8, 1999

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, December 3<sup>rd</sup>.

The reports this week cover the week after the Thanksgiving holiday. To the extent possible, CSXT worked throughout the holiday weekend, with particular focus on yard and terminal operations. This provided opportunities to derive additional network gains that we have been seeing in recent weeks. As a consequence, we are again reporting improvements in many of the measures. Total cars on line decreased to 265,131, down some 3%, or 6887 cars, over the past four reporting weeks. We are also reporting a continuation of improvements in train speed and dwell at some key terminals system-wide. Terminal dwell decreased from the recent 37.4 to 35.3 hours. Train velocity improved from 17.6 to 18.3 miles-per-hour, the fourth week of continuous improvement.

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

#### **Chicago Gateway Operations**

Congestion in the immediate Chicago area continues to improve. During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago improved by 16 percentage points. CSXT and other Chicago carriers continue to take advantage of opportunities for run-through train operations.

#### **Yards and Terminals**

Despite continued heavy volumes over the system and in particular the Northern Region Lines, most yards and terminal areas are well within operational control limits. This week, eight of the fourteen terminals showed a decrease in terminal dwell hours. By working throughout the Thanksgiving holiday period, the reports this week show that CSXT made a decisive improvement with car volumes and dwell hours at major terminals.

Trains continue to be staged at Toledo and Willard for westbound movement to the Chicago Terminal area. For the IHB yards, Blue Island dwell hours and car volumes were down, and Gibson dwell hours were up slightly but car volumes remained about the same from the previous week. The cars on hand at Chicago (Barr) continue to improve and dwell hours decreased 12% from the previous week. Due to the staging of cars at Willard for run-through trains to Chicago, dwell numbers for Willard increased slightly. Cincinnati (Queensgate) cars on-hand decreased, and the dwell hours also reflected that favorable movement. The number of cars on hand at Albany (Selkirk) remained somewhat heavy, but due to additional changes with locomotive availability, the terminal dwell numbers decreased 31% this week.

The number of cars handled at Buffalo (Frontier) decreased and the dwell numbers were improved 11% from the previous week. CSXT continues to make good progress in our cooperative efforts with other carriers in the Buffalo Terminal to improve the regularity of interchange pickup and delivery at Frontier Yard. Coming out of the Thanksgiving holiday with good crew availability has enabled us to maintain the fluidity of the yard, positioning Frontier Yard well for the remainder of the fall peak.

Indianapolis Avon Yard's dwell numbers moved favorably for the third consecutive week, down almost 22%. CSXT continues to make positive changes with the operating plan and is concentrating on locomotive plans that will enable Indianapolis to remain fluid.

### **Corridor Performance**

In this reporting week, two of the six corridors improved performance when compared to the previous week in the on-time-to-two-hours-late category. The best performance during the reported week was the New Orleans to Carolinas corridor, improving by thirty-one percentage points. Second-best performance was I-95 corridor. Overall, the percent of trains in the greater-than-six-hours-late category improved by six percentage points, while the on-time-to-two-hours-late category improved nine percentage points.

### **Shared Areas**

Daily average on-hand car volumes increased at all three measured yards, reflecting a post-holiday influx of traffic. At Pavonia the average number of empties on-hand for customer loadings was up nearly 35% from the previous week. Overall terminal dwell time increased from 42.7 hours to 45.7 hours. Cars on-hand and dwell hours were both affected by sizable numbers of cars held over the Thanksgiving holiday, for delivery after the holiday.

Reported road train delay hours for crew and power delays decreased over the prior week. Crew availability accounted for 19 trains being delayed, down from 30 trains last week. Power delays were down, from 10 to 7 trains. A total of six originating trains were delayed due to late arrivals from inbound trains.



### **Additional Measurements**

This week, CSX continues to present a series of new measures that were requested by the STB. All of the new reports can be viewed in detail on the CSX Web page. The current measures for this week are reported as follows -

Train Delay Metric: Train Starts totaled 772, Train Delay Metric totaled 557 hours for Power and 1520 hours for Crew, a 41% reduction in crew delay from the prior week.

Train Crew Delay Metric: the percent of crews not departing within two hours of the on-duty time averaged 41% for the week, improved 1% from the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains for the South Jersey area, and one train each for North Jersey and Detroit areas.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 79%, improved from 75% the prior week.

Daily Number of Recrews Required: Train Crew Starts totaled 1937, Recrews totaled 164, or 8% of the total crew starts, improved 1% from the prior week.

Locomotives: Gross Locomotives = 4196, Average Available = 3838, and Out-of-Service Ratio = 5.5, improved from 5.6% the prior week.

The Cars Offered in Interchange averaged 3 cars daily, down from 39 cars reported last week. Blocked Sidings or Multiple Main Lines decreased twenty-three percent.

On-time performance of Amtrak (Pittsburgh - Washington) was 60% for 10 trains and MARC (West Virginia - Washington) passenger trains through Brunswick, MD was 97% for 90 trains

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

As CSXT approaches the final weeks of the year, it is anticipated that gains made during the Thanksgiving holiday will enable us to continue to reduce our total cars on-line, increase train velocity, and reduce terminal dwell hours. While we continue to recognize that our service levels in some areas are not where we want them to be, it should be noted that recent indicators suggest that our operations are making consistent improvements. We are continuing to analyze any areas of concern to maintain a fluid network to ensure customer satisfaction.

Sincerely,

Danford L. Price  
Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 12/03/99

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	756	760	670	736	793
	Cars On Hand - Empty	498	504	582	630	671
	Cars On Hand - Total	1254	1264	1252	1366	1464
	Cars Handled	729	336	612	768	586
	Dwell Hours	44.9	66.0	58.1	58.3	40.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	358	305	358	302	278
	Cars On Hand - Empty	351	437	592	471	438
	Cars On Hand - Total	709	742	950	773	716
	Cars Handled	419	455	454	340	431
	Dwell Hours	56.7	58.8	35.8	43.0	53.0
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	153	200	122	304	301
	Cars On Hand - Empty	92	168	170	180	144
	Cars On Hand - Total	245	368	292	484	445
	Cars Handled	219	310	286	344	213
	Dwell Hours	27.3	25.7	22.5	21.2	28.2

**CSX Comments:** Daily on hand cars increased at all three locations, reflecting a post-holiday influx of traffic. Overall terminal time increased slightly from 42.7 to 45.7 hours. Inbound traffic at Pavonia and Oak Island included a sizeable number of cars that were held for local delivery impacting terminal dwell.

# Surface Transportation Board

## Performance Measures

For the week ending: 12/03/99

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99
North Jersey SAA	Number of Originations	9	15	15	9	5
	% On-time	56%	53%	47%	56%	40%
	% Late 0-2 Hours	22%	13%	20%	11%	20%
	% Late 2-4 Hours	11%	20%	7%	11%	20%
	% Late 4-6 Hours	11%	0%	13%	0%	0%
	% Late GT 6 Hours	0%	13%	13%	22%	20%
South Jersey SAA	Number of Originations	6	6	6	5	3
	% On-time	50%	33%	33%	40%	33%
	% Late 0-2 Hours	0%	33%	33%	0%	33%
	% Late 2-4 Hours	33%	33%	17%	40%	33%
	% Late 4-6 Hours	17%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	17%	20%	0%
Detroit SAA	Number of Originations	6	6	7	6	5
	% On-time	50%	50%	29%	50%	40%
	% Late 0-2 Hours	17%	33%	14%	0%	20%
	% Late 2-4 Hours	33%	0%	29%	17%	0%
	% Late 4-6 Hours	0%	0%	14%	17%	20%
	% Late GT 6 Hours	0%	17%	14%	17%	20%

**CSX Comments:** Reported crew delay hours decreased over the prior week while power delay hours increased. Crew availability delayed 19 trains, a 36% decrease in delay hours over last week. Power delay hours, however, increased delaying 7 trains, a 57% increase over the prior week. Six originating trains were delayed due to late arrivals.



## Surface Transportation Board

### Performance Measures

For the week ending: 12/03/99

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99	Average
Cars Offered	NS	16	0	0	0	0	3
	All Other	0	0	0	0	0	0
	Total	16	0	0	0	0	3

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

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99	Total
Blocked	Sidings	1	0	3	5	3	12
	Multiple Main Lines	1	2	4	3	1	11
	Total	2	2	7	8	4	23

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	50%	50%	100%	100%	60%
MARC	Trains	18	18	18	18	18	90
	% On Time	89%	100%	100%	94%	100%	97%

AMTK measured according to contract with CSXT.



# Surface Transportation Board

## Performance Measures

For the week ending: 12/03/99

### CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	11/27/99	11/28/99	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99	Total
Baltimore	Train Crew Starts	5	9	7	13	13	16	11	74
	Crews Delayed +2 Hours	2	5	1	8	6	4	8	34
	% Delayed +2 Hours	40%	56%	14%	62%	46%	25%	73%	46%
Buffalo	Train Crew Starts	29	21	26	38	43	43	36	236
	Crews Delayed +2 Hours	11	12	10	15	13	15	9	85
	% Delayed +2 Hours	38%	57%	38%	39%	30%	35%	25%	36%
Chicago	Train Crew Starts	12	18	24	17	24	22	26	143
	Crews Delayed +2 Hours	6	6	7	9	9	7	12	56
	% Delayed +2 Hours	50%	33%	29%	53%	38%	32%	46%	39%
Cincinnati	Train Crew Starts	15	17	21	10	32	32	35	162
	Crews Delayed +2 Hours	1	4	6	0	11	8	9	39
	% Delayed +2 Hours	7%	24%	29%	0%	34%	25%	26%	24%
Cleveland	Train Crew Starts	12	10	15	14	22	25	21	119
	Crews Delayed +2 Hours	9	5	7	7	8	11	12	59
	% Delayed +2 Hours	75%	50%	47%	50%	36%	44%	57%	50%
Cumberland	Train Crew Starts	26	26	19	32	28	30	26	187
	Crews Delayed +2 Hours	13	3	6	16	12	14	9	73
	% Delayed +2 Hours	50%	12%	32%	50%	43%	47%	35%	39%
Detroit	Train Crew Starts	4	4	3	2	5	4	4	26
	Crews Delayed +2 Hours	0	2	0	0	2	1	2	7
	% Delayed +2 Hours	0%	50%	0%	0%	40%	25%	50%	27%
Philadelphia	Train Crew Starts	11	6	5	6	7	7	5	47
	Crews Delayed +2 Hours	4	1	1	2	2	2	0	12
	% Delayed +2 Hours	36%	17%	20%	33%	29%	29%	0%	26%
Selkirk	Train Crew Starts	19	13	18	29	26	29	30	164
	Crews Delayed +2 Hours	14	7	10	12	14	12	21	90
	% Delayed +2 Hours	74%	54%	56%	41%	54%	41%	70%	55%
Toledo	Train Crew Starts	4	3	1	3	20	24	20	75
	Crews Delayed +2 Hours	1	3	0	1	14	15	14	48
	% Delayed +2 Hours	25%	100%	0%	33%	70%	63%	70%	64%
Willard	Train Crew Starts	30	34	31	34	34	31	36	230
	Crews Delayed +2 Hours	10	13	17	15	20	18	14	107
	% Delayed +2 Hours	33%	38%	55%	44%	59%	58%	39%	47%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 12/03/99

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	11/27/99	11/28/99	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99	Total
Train Delay	Originating Train Starts	123	107	113	161	58	94	116	772
	Delayed Hours - Power	87	62	58	64	65	66	155	557
	Delayed Hours - Crews	550	204	369	143	63	48	143	1520

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	11/27/99	11/28/99	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99	Average
Crew Availability	% Available	72%	75%	80%	81%	83%	83%	82%	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	11/27/99	11/28/99	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99	Total
Crews/Recrews	Train Crew Starts	245	254	260	306	284	288	300	1937
	Recrews	16	27	26	28	24	26	17	164
	% Recrewed	7%	11%	10%	9%	8%	9%	6%	8%

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

# Surface Transportation Board

## Performance Measures

For the week ending: 12/03/99

### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	11/27/99	11/28/99	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99	Average
Locomotives	Gross Fleet Size	4184	4184	4214	4241	4195	4167	4185	4196
	Avg. Number Available	3815	3853	3845	3849	3849	3834	3822	3838
	OOS Ratio	5.6	5.5	5.4	5.8	5.6	5.4	5.5	5.5

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

### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	11/27/99	11/28/99	11/29/99	11/30/99	12/01/99	12/02/99	12/03/99	Average
Train Delay	Philadelphia/South Jersey	0	3	1	4	2	3	0	2
	North Jersey	1	1	0	6	1	1	0	1
	Detroit	2	1	0	1	1	0	4	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.

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

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

December 8, 1999

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 December 3, 1999, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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.  
December 8, 1999  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures



December 8, 1999

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

Dear Mr. Clemens:

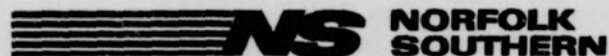
This week's report shows additional improvement in Norfolk Southern operations as our efforts continued to produce a positive impact on performance. Average train speed increased notably. At the same time, overall average terminal dwell time dropped, with improvement shown at several key terminals. Also, cars on line dropped again as we continue to improve our fluidity. On the monitored corridors and Chicago gateway operations, 95 trains were held for terminal congestion, 46 trains were held for crews, and 24 trains were held for power.

With respect to our customer service hotline in Buffalo, two new calls were received, both of which were resolved. Of the two other matters pending, one was resolved.

In the Shared Assets Areas, lack of power resulted in 7 trains being delayed for 172 hours, while 19 trains were held for 219 hours awaiting crews. Additionally, 6 originating trains were delayed for 66 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 81% of the train delay hours in the SAAs.

Bison Yard in Buffalo began handling freight shipments on December 1 and is now operational after we expedited construction to complete the project in less than 90 days. Although other infrastructure improvements will be needed to allow NS to serve western New York most effectively, the yard is an important step toward that objective, allowing more efficient operation within the Buffalo terminal.

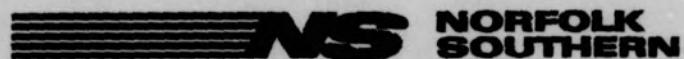
Sincerely,



For the week ending 12/3/99

Shared Asset Train Origination Performance

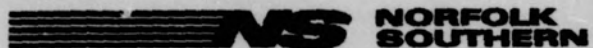
location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	11/29/99	6	50%	17%	33%	0%	0%
	11/30/99	6	50%	33%	0%	0%	17%
	12/01/99	7	29%	14%	29%	14%	14%
	12/02/99	6	50%	0%	17%	17%	17%
	12/03/99	5	40%	20%	0%	20%	20%
Detroit Total		30	43%	17%	17%	10%	13%
North Jersey Total	11/29/99	9	56%	22%	11%	11%	0%
	11/30/99	15	53%	13%	20%	0%	13%
	12/01/99	15	47%	20%	7%	13%	13%
	12/02/99	9	56%	11%	11%	0%	22%
	12/03/99	5	40%	20%	20%	0%	20%
North Jersey Total		53	51%	17%	13%	6%	13%
South Jersey Total	11/29/99	6	50%	0%	33%	17%	0%
	11/30/99	6	33%	33%	33%	0%	0%
	12/01/99	6	33%	33%	17%	0%	17%
	12/02/99	5	40%	0%	40%	0%	20%
	12/03/99	3	33%	33%	33%	0%	0%
South Jersey Total		26	38%	19%	31%	4%	8%
Grand Total		109	46%	17%	18%	6%	12%



For the week ending 12/3/99

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	11/29/99	850	92	153	245	219	27.3
	11/30/99	850	168	200	368	310	25.7
	12/1/99	850	170	122	292	286	22.5
	12/2/99	850	180	304	484	344	21.2
	12/3/99	850	144	301	445	213	28.2
North Yard MI Average		850	151	216	367	274	24.6
Oak Island NJ	11/29/99	1200	498	756	1254	729	44.9
	11/30/99	1200	504	760	1264	336	66.0
	12/1/99	1200	582	670	1252	612	58.1
	12/2/99	1200	630	736	1366	768	58.3
	12/3/99	1200	671	793	1464	586	40.7
Oak Island NJ Average		1200	577	743	1320	606	52.5
Pavonia NJ	11/29/99	900	351	358	709	419	56.7
	11/30/99	900	437	305	742	455	58.8
	12/1/99	900	592	358	950	454	35.8
	12/2/99	900	471	302	773	340	43.0
	12/3/99	900	438	278	716	431	53.0
Pavonia Average		900	458	320	778	420	49.7



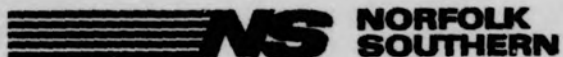
For the week ending 12/3/99

**Shared Asset Area Trains Held**

area	Sat 27-Nov	Sun 28-Nov	Mon 29-Nov	Tue 30-Nov	Wed 1-Dec	Thu 2-Dec	Fri 3-Dec	Grand Total
North Jersey	1	1		6	1	1		10
South Jersey		3	1	4	2	3		13
Detroit	2	1		1	1		4	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	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 27-Nov	Sunday 28-Nov	Monday 29-Nov	Tuesday 30-Nov	Wednesday 1-Dec	Thursday 2-Dec	Friday 3-Dec	Grand Total
# of Train Starts	169	138	165	170	174	166	160	1145
Delay Cause								
Crew Delays (hrs)	28.2	5.4	34.3	0.4	0.0	1.0	5.0	74.3
Power Delays (hrs)	103.0	28.8	57.0	118.0	144.0	89.0	96.0	635.8

The delay numbers are expressed in hours

### NS Blocked Sidings and Multiple Main Lines

track	Monday 29-Nov	Tuesday 30-Nov	Wednesday 1-Dec	Thursday 2-Dec	Friday 3-Dec	total
Multiple Main	4	0	0	0	0	4
Siding	1	0	0	0	0	1
Grand Total	5	0	0	0	0	5

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

### Locomotive Fleet Statistics

	Saturday 27-Nov	Sunday 28-Nov	Monday 29-Nov	Tuesday 30-Nov	Wednesday 1-Dec	Thursday 2-Dec	Friday 3-Dec	average
Fleet Size	3705	3744	3724	3722	3726	3713	3718	3722
available	3464	3504	3478	3490	3486	3477	3480	3483
out of service %	6.5%	6.4%	6.6%	6.2%	6.4%	6.4%	6.4%	6.4%

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



### NS Crew Starts and Delays

		Saturday 27-Nov	Sunday 28-Nov	Monday 29-Nov	Tuesday 30-Nov	Wednesday 1-Dec	Thursday 2-Dec	Friday 3-Dec	Grand Total
Allentown	crew starts	11	15	13	15	17	19	14	104
	crews delayed	5	3	1	2	3	5	3	22
Bellevue	crew starts	44	37	49	41	45	47	47	310
	crews delayed	15	16	16	9	17	23	20	116
Buffalo	crew starts	20	16	21	24	21	23	25	150
	crews delayed	5	3	3	1	3	4	7	26
Chicago	crew starts	35	31	38	30	38	34	38	244
	crews delayed	11	9	15	8	15	10	19	87
Cincinnati	crew starts	42	38	33	34	29	42	36	254
	crews delayed	13	10	16	14	13	15	15	96
Cleveland	crew starts	17	22	23	19	27	20	23	151
	crews delayed	7	8	7	6	10	8	9	55
Conway	crew starts	44	47	39	50	51	54	50	335
	crews delayed	7	10	11	9	11	9	14	71
Detroit	crew starts	17	18	23	22	23	25	22	150
	crews delayed	4	6	2	8	12	8	6	46
Elkhart	crew starts	42	43	40	37	43	42	36	283
	crews delayed	10	12	14	9	18	11	10	84
Harrisburg	crew starts	48	36	47	56	58	54	56	355
	crews delayed	11	5	12	19	25	18	17	107
Toledo	crew starts	54	52	49	47	57	53	49	361
	crews delayed	5	9	10	5	11	10	8	58

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 27-Nov	Sunday 28-Nov	Monday 29-Nov	Tuesday 30-Nov	Wednesday 1-Dec	Thursday 2-Dec	Friday 3-Dec	average
availability%	77%	76%	74%	77%	78%	81%	79%	77%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 27-Nov	Sunday 28-Nov	Monday 29-Nov	Tuesday 30-Nov	Wednesday 1-Dec	Thursday 2-Dec	Friday 3-Dec	Grand Total
crew starts	338	339	326	355	382	368	373	2481
recrews	22	32	35	49	47	68	53	306

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

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SURFACE TRANSPORTATION BOARD

# Memorandum

ENTERED  
Office of the Secretary

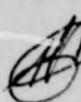
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Part of  
Public Record



DATE: December 2, 1999

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

FROM :  Mel Clemens, Director  
Office of Compliance and Enforcement

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

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

#### Attachments

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



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

Danford L. Price  
Assistant Vice President -  
Service Measurements

December 1, 1999

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, November 26.

The reports this week include data through the 4-day Thanksgiving weekend and therefore reflect the impact of holiday operations. The change in operations over this period gave CSXT an opportunity to consolidate the network gains we have made in recent weeks. As a consequence, we are reporting improvements in many of the measures. Total cars on line decreased to 268,622, driven primarily by improvements in train speed and dwell at some key terminals system-wide. Terminal dwell increased from 36.2 to 37.4 hours due to holiday curtailments in many parts of our system, but train velocity improved slightly from 17.4 to 17.6 miles-per-hour.

CSXT elected to operate as much of the network that could be supported by crew availability as possible. As anticipated, crew availability for terminal operations was higher than for line-of-road. Terminals were operated throughout the holiday period and allowed CSX to be well positioned for train departures as road crews become available. Interchange of cars with all major carriers were kept current and locomotives were positioned for the start-up on November 29<sup>th</sup>. These actions are providing positive results that will be evident in future reports.

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

#### **Chicago Gateway Operations**

Congestion in the immediate Chicago area has improved. During this reporting week, however, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago deteriorated. Destination arrivals were adversely impacted at the first of the week by a derailment at Willow Creek, which temporarily halted movements to and from Chicago and necessitated the sequencing of trains through the area. CSXT and other Chicago carriers continue to take advantage of opportunities for run-through train operations.

## **Yards and Terminals**

Despite continued heavy volumes over the system and in particular the Northern Region Lines, most yards and terminal areas are well within operational control limits. This week, only four of the fourteen terminals showed a decrease in terminal dwell hours, which should be expected during holiday periods. CSXT worked as many yard and road train crews during the four-day holiday period as were available to work. Train annuiments and consolidations also contributed to higher terminal dwell hours.

To avoid congestion within the Chicago Terminal, trains continue to be staged at Toledo and Willard for westbound movement. Average daily dwell was mixed at the IHB yards: Blue Island dwell increased, because of holding east bound trains due to the derailment at Willow Creek at the first of the week. Gibson dwell hours were down due to better operational efficiencies with the carriers. The cars on hand at Chicago (Barr) have improved, but the holiday impacted the dwell hours, increasing 1% from the prior reporting. In conjunction with the staging of cars at Willard for run-through train to Chicago, dwell numbers for Willard increased slightly. Cincinnati (Queensgate) cars on-hand increased, but the dwell hours again reflected a favorable movement, despite the holiday curtailment. The number of cars on hand at Albany (Selkirk) continued to be heavy, and the terminal dwell numbers increased this week.

The number of cars handled at Buffalo (Frontier) increased and, as with other terminals affected by the holiday curtailment the dwell numbers were up slightly. CSXT has made good progress in our cooperative efforts with other carriers in the Buffalo Terminal to improve the regularity of interchange pickup and delivery at Frontier Yard. More regular interchange activity has enabled CSXT to keep volumes in the class yard at acceptable levels, enabling us to keep the yard fluid, processing cars through the yard more expeditiously. In addition, good crew availability over the Thanksgiving holiday enabled us to maintain the fluidity of the yard, positioning Frontier Yard well for the remainder of the fall peak.

Indianapolis Avon Yard's dwell numbers moved favorably for the second consecutive week. This is the result of the action plan pursued in the last few weeks which addresses the volume issues, in conjunction with operating plan changes, and the availability of locomotives to move traffic.

## **Corridor Performance**

In this reporting week, three of the six corridors improved performance when compared to the previous week in the on-time-to-two-hours-late category. The Chicago to Baltimore corridor did show improvement this reporting week. The best performance during the reported week was the I-95 corridor. Second-best performance was New Orleans to Carolinas corridor. Overall, the percent of trains in the greater-than-six-hours-late category increased by one percentage point, while the on-time-to-two-hours-late category improved four percentage points.



## **Shared Areas**

Daily average on hand decreased at Pavonia and at Detroit North Yard in both loaded and empty equipment. Volume increased at Oak Island, particularly with empties for prospective loading. Overall terminal dwell time increased slightly from 40.4 hours to 42.7 hours.

Reported road train delay hours for crews increased 44% over the prior week, primarily due to the impact of the holiday weekend. Crew availability accounted for 30 trains being delayed, up from 17 trains last week. Power delays were down, from 17 to 10 trains. A total of three originating trains were delayed due to late arrivals from inbound trains.

## **Additional Measurements**

This week, CSX continues to present a series of new measures that were requested by the STB. Some of the new measures pertain only to the acquired territory, which will be referred to as the *Northern Region Lines*. Other measures, however, pertain to the current CSXT consolidated railroad. The following daily metrics will be reported weekly for the seven-day period ending on Friday. All of the new reports can be viewed in detail on the CSX Web page. The new measures and their descriptives are as follows:

- **Train Delay Metric** – Daily number of trains starts on the *Northern Region Lines* and the length of time in hours that any of those trains were delayed due to a lack of power or crews. This reporting will replace the current train delay snapshot.

Reported this week: Train Starts totaled 760, Train Delay Metric totaled 546 hours for Power and 2597 hours for Crew

Reported last week: Train Crew Starts averaged 293, Train Delay Metric averaged 140 hours for Power and 62 hours for Crew

- **Train Crew Delay Metric** – Daily number of train crew starts from the designated 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 coming on duty until departure from the terminal.

Terminals: Baltimore, Buffalo, Chicago, Cincinnati, Cleveland, Cumberland, Detroit, Philadelphia, Albany (Selkirk), Toledo, Willard.

Reported this week: The percent of crews not departing within two hours of the on-duty time averaged 39% for the week.

Reported last week: The percent of crews not departing within two hours of the on-duty time averaged 52% for the week.

- **Shared Asset Areas (SAA) Train Delay Metric** – Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared areas for more than one hour after notification. This is a combined count for CSXT and NS. Locations: Detroit, North Jersey, South Jersey (Philadelphia)

Reported this week: The SAA Train Delays averaged two trains each for the South Jersey and Detroit areas, and three trains for North Jersey.

Reported last week: The SAA Train Delays averaged two trains each for the North Jersey and South Jersey areas, and three for the Detroit area.

- **Daily Crew Availability Percentage** – Daily percentage of CSXT road train crews that are available for work on the Northern Region Lines.

Reported this week: Crew Availability Percentage averaged 75% (Reflects the holiday curtailment period)

Reported last week: Crew Availability Percentage averaged 81%

- **Daily Number of Recrews Required** – Daily number of road train crews that relieved another road train crew short of the assigned crew destination due to hours-of-service expiration.

Reported this week: Train Crew Starts totaled 1661, Recrews totaled 142, or 9% of the total crew starts.

Reported last week: Recrews totaled 204.

- **Locomotives** – Gross number of locomotives that are on CSX property. This includes CSX owned, leased, and foreign locomotives. The average number of these locomotives that are available to move traffic will be identified as such. The Out-of-Service Ratio (OOS) is currently presented each week, but will now be grouped with the other locomotive numbers and represent the percent of CSX owned locomotives out-of-service.

Reported this week: Gross Locomotives = 4197, Average Available = 3818, and Out-of-Service Ratio = 5.6

Reported last week: Gross Locomotives = 4194, Average Available = 3820, and Out-of-Service Ratio = 5.4

The current measures for this week are reported as follows -

The Cars Offered in Interchange averaged 39 daily, of which 19 were for the Norfolk Southern. Blocked Sidings or Multiple Main Lines increased over fifty percent, mainly as a result of the holiday and stopping trains short of destination.

On-time performance of Amtrak (Pittsburgh – Washington) was 60% for 10 trains and MARC (West Virginia - Washington) passenger trains through Brunswick, MD was 95% for 62 trains

**Buffalo Customer Service (Hot-Line)**

In this reporting week, the customer service center received only seven hot-line calls, all seeking assistance in tracing cars. All issues raised were resolved.

As previously stated, CSXT operated its train operation and terminals to the extent crews were available during the holiday period. This effort has positioned us well for the start-up after the Thanksgiving holiday. We anticipate a continuation of service improvements as a result of this action.

Sincerely,

Danford L. Price  
Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 11/26/99

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	445	510	645	686	516
	Cars On Hand - Empty	463	615	618	835	652
	Cars On Hand - Total	908	1125	1263	1521	1168
	Cars Handled	472	593	696	720	769
	Dwell Hours	38.8	58.4	52.3	46.5	32.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	423	310	208	253	216
	Cars On Hand - Empty	344	237	286	343	286
	Cars On Hand - Total	767	547	494	596	502
	Cars Handled	450	235	358	641	240
	Dwell Hours	57.5	26.3	37.2	37.1	46.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	224	257	203	160	112
	Cars On Hand - Empty	108	85	122	114	76
	Cars On Hand - Total	332	342	325	274	188
	Cars Handled	270	230	206	405	166
	Dwell Hours	29.8	22.2	17.7	22.3	37.3

**CSX Comments:** Daily average on hand cars decreased at Pavonia, and at Detroit North Yard in both empty and loaded equipment. Volume increased at Oak Island, particularly in empties for prospective loading. Overall terminal dwell time increased slightly from 40.4 hours to 42.7 hours.



# Surface Transportation Board

## Performance Measures

For the week ending: 11/26/99

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99
North Jersey SAA	Number of Originations	10	15	14	10	6
	% Ontime	20%	53%	29%	60%	67%
	% Late 0-2 Hours	20%	7%	50%	20%	17%
	% Late 2-4 Hours	10%	7%	14%	0%	17%
	% Late 4-6 Hours	10%	20%	7%	0%	0%
	% Late GT 6 Hours	40%	13%	0%	20%	0%
South Jersey SAA	Number of Originations	5	6	7	5	4
	% Ontime	40%	17%	29%	60%	25%
	% Late 0-2 Hours	20%	17%	29%	0%	25%
	% Late 2-4 Hours	0%	17%	0%	20%	0%
	% Late 4-6 Hours	20%	0%	14%	0%	0%
	% Late GT 6 Hours	20%	50%	29%	20%	50%
Detroit SAA	Number of Originations	6	7	3	6	6
	% Ontime	17%	29%	67%	83%	17%
	% Late 0-2 Hours	50%	29%	0%	17%	0%
	% Late 2-4 Hours	17%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	14%	33%	0%	33%
	% Late GT 6 Hours	17%	29%	0%	0%	50%

**CSX Comments:** Reported crew delay hours increased over the prior week while power delay hours decreased. Crew availability accounted for 30 trains being delayed, a 44% increase in dwell hours over last week. Power delay hours, however, decreased significantly, delaying 10 trains, a 71% reduction in dwell hours from the previous week. Three originating trains were delayed due to late arrivals from inbound trains.



## Surface Transportation Board

### Performance Measures

For the week ending: 11/26/99

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99	Average
Cars Offered	NS	0	0	0	48	47	19
	All Other	56	6	3	1	32	20
	Total	56	6	3	49	79	39

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

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99	Total
Blocked	Sidings	0	2	2	6	3	13
	Multiple Main Lines	2	4	4	6	1	17
	Total	2	6	6	12	4	30

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	50%	100%	50%	60%
MARC	Trains	18	18	18	0	8	62
	% On Time	100%	100%	8300%	N/A	100%	95%

AMTK measured according to contract with CSXT.

# Surface Transportation Board

## Performance Measures

For the week ending: 11/26/99

### CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 11/20/99	Sunday 11/21/99	Monday 11/22/99	Tuesday 11/23/99	Wednesday 11/24/99	Thursday 11/25/99	Friday 11/26/99	Weekly Total
Baltimore	Train Crew Starts	3	5	4	9	6	4	11	42
	Crews Delayed +2 Hours	3	3	3	7	3	1	8	28
	% Delayed +2 Hours	100%	60%	75%	78%	50%	25%	73%	67%
Buffalo	Train Crew Starts	38	40	28	32	31	15	24	208
	Crews Delayed +2 Hours	14	13	11	9	11	2	3	63
	% Delayed +2 Hours	37%	33%	39%	28%	35%	13%	13%	30%
Chicago	Train Crew Starts	15	18	20	11	2	12	13	91
	Crews Delayed +2 Hours	9	7	12	5	0	9	9	51
	% Delayed +2 Hours	60%	39%	60%	45%	0%	75%	69%	56%
Cincinnati	Train Crew Starts	6	3	10	25	12	13	17	86
	Crews Delayed +2 Hours	1	3	4	6	2	0	1	17
	% Delayed +2 Hours	17%	100%	40%	24%	17%	0%	6%	20%
Cleveland	Train Crew Starts	14	18	14	17	12	13	18	106
	Crews Delayed +2 Hours	6	8	5	7	6	5	5	42
	% Delayed +2 Hours	43%	44%	36%	41%	50%	38%	28%	40%
Cumberland	Train Crew Starts	32	31	25	28	26	14	20	176
	Crews Delayed +2 Hours	6	10	1	9	6	4	6	42
	% Delayed +2 Hours	19%	32%	4%	32%	23%	29%	30%	24%
Detroit	Train Crew Starts	0	5	2	2	3	2	3	17
	Crews Delayed +2 Hours	0	3	0	1	1	0	2	7
	% Delayed +2 Hours	N/A	60%	0%	50%	33%	0%	67%	41%
Philadelphia	Train Crew Starts	4	9	6	5	7	5	4	40
	Crews Delayed +2 Hours	0	2	3	1	1	1	1	9
	% Delayed +2 Hours	0%	22%	50%	20%	14%	20%	25%	23%
Selkirk	Train Crew Starts	22	20	20	27	20	16	8	133
	Crews Delayed +2 Hours	5	11	14	16	6	5	4	61
	% Delayed +2 Hours	23%	55%	70%	59%	30%	31%	50%	46%
Toledo	Train Crew Starts	2	5	2	3	1	3	2	18
	Crews Delayed +2 Hours	2	1	2	3	1	2	2	13
	% Delayed +2 Hours	100%	20%	100%	100%	100%	67%	100%	72%
Willard	Train Crew Starts	41	35	31	19	30	22	24	202
	Crews Delayed +2 Hours	18	15	13	10	13	6	9	84
	% Delayed +2 Hours	44%	43%	42%	53%	43%	27%	38%	42%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 11/26/99

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	11/20/99	11/21/99	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99	Total
Train Delay	Train Starts (Originating)	139	103	114	112	115	59	118	760
	Delayed Hours - Power	133	104	104	108	59	0	38	546
	Delayed Hours - Crews	118	173	33	48	158	855	1212	2597

Daily number of train crew starts on the Northern Region and the hours delayed due to lack of power and crew of those originating train crews. The delayed train (crew) 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	11/20/99	11/21/99	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99	Average
Crew Availability	% Available	79%	77%	76%	78%	76%	70%	69%	75%

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	11/20/99	11/21/99	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99	Total
Crews/Recrews	Train Crew Starts	274	263	258	266	250	153	197	1661
	Recrews	22	22	22	27	23	8	18	142
	% Recrewed	8%	8%	9%	10%	9%	5%	9%	9%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 11/26/99

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	11/20/99	11/21/99	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99	Average
Locomotives	Gross Fleet Size	4189	4185	4199	4202	4206	4201	4197	4197
	Avg. Number Available	3816	3780	3823	3857	3817	3815	3818	3818
	OOS Ratio	5.5	5.6	5.7	5.6	5.7	5.5	5.4	5.6

The measure for Net 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	11/20/99	11/21/99	11/22/99	11/23/99	11/24/99	11/25/99	11/26/99	Average
Train Delay	Philadelphia/South Jersey	2	4	2	2	2	2	0	2
	North Jersey	5	2	5	2	1	2	1	3
	Detroit	2	2	3	2	2	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

December 1, 1999

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending November 26, 1999, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included are the bi-weekly Buffalo update and the discussion of the NS claims handling process requested by the Board.

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.  
December 1, 1999  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

December 1, 1999

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:

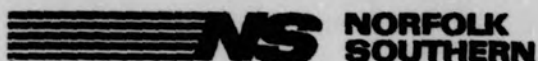
Norfolk Southern operations continued to show improvement as indicated by the report for this week. Average train speed increased slightly once again, and overall average terminal dwell time dropped. Cars on line also were reduced again compared to the preceding week, while Northern Region train delays were lessened.

Although we are encouraged by these measures, we continue to evaluate our operations carefully in an effort to sustain progress. On the monitored corridors and Chicago gateway operations, 90 trains were held for terminal congestion, 31 trains were held for crews, and 18 trains were held for power.

With respect to our customer service hotline in Buffalo, no new calls were received. Of the three matters pending, one was resolved.

In the Shared Assets Areas, lack of power resulted in 10 trains being delayed for 74 hours, while 30 trains were held for 344 hours awaiting crews. Additionally, three originating trains were delayed for 52 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 64% of the train delay hours in the SAAs.

Sincerely,



### 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

### NS Northern Region Train Starts and Delays

	Saturday 20-Nov	Sunday 21-Nov	Monday 22-Nov	Tuesday 23-Nov	Wednesday 24-Nov	Thursday 25-Nov	Friday 26-Nov	Grand Total
# of Train Starts	166	142	160	31	166	131	150	1096
delay causes								
Crew Delays	16.0	5.2	18.8	7.1	12.7	8.5	9.3	77.7
Power Delays	89.0	77.6	69.1	75.3	120.8	68.1	122.8	622.7

The delay numbers are expressed in hours

### NS Blocked Sidings and Multiple Main Lines

track	Monday 22-Nov	Tuesday 23-Nov	Wednesday 24-Nov	Thursday 25-Nov	Friday 26-Nov	total
Multiple Mains	3	8	12	N/A	N/A	23
Siding	0	0	0	N/A	N/A	0
<b>Total</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>N/A</b>	<b>N/A</b>	<b>23</b>

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

### Locomotive Fleet Statistics

	Saturday 20-Nov	Sunday 21-Nov	Monday 22-Nov	Tuesday 23-Nov	Wednesday 24-Nov	Thursday 25-Nov	Friday 26-Nov	average
Fleet Size	3778	3759	3305	3786	3761	3748	3697	3691
available	3551	3519	3248	3573	3568	3529	3454	3492
OOS% *	6.0%	6.4%	1.7%	5.6%	5.1%	5.8%	6.6%	5.4%

Snapshot taken at midnight  
Fleet size is all locomotives on line. Includes owned, leased and foreign.  
\* Out-of-service percentage

### NS Crew Starts and Delays

		Saturday 20-Nov	Sunday 21-Nov	Monday 22-Nov	Tuesday 23-Nov	Wednesday 24-Nov	Thursday 25-Nov	Friday 26-Nov	total
Allentown	crew starts	12	10	16	19	13	6	15	91
	crews delayed	7	1	6	4	4	0	6	28
Bellevue	crew starts	41	48	43	46	51	34	40	303
	crews delayed	11	26	14	22	15	10	11	109
Buffalo	crew starts	22	17	19	21	25	14	19	137
	crews delayed	5	4	4	5	5	1	4	28
Chicago	crew starts	31	37	34	37	30	33	31	233
	crews delayed	13	13	12	10	14	16	8	86
Cincinnati	crew starts	37	33	36	32	35	23	27	223
	crews delayed	16	10	17	15	17	4	9	88
Cleveland	crew starts	27	17	26	22	14	12	25	143
	crews delayed	9	6	10	8	6	4	11	54
Conway	crew starts	48	49	44	56	50	42	42	331
	crews delayed	14	21	16	19	14	12	12	108
Detroit	crew starts	21	17	22	17	19	13	20	129
	crews delayed	9	5	7	6	10	5	6	48
Elkhart	crew starts	42	43	41	42	39	34	38	279
	crews delayed	21	14	15	18	13	10	12	103
Harrisburg	crew starts	50	58	49	51	53	42	50	353
	crews delayed	20	21	18	17	14	7	15	112
Toledo	crew starts	53	60	47	54	52	41	44	351
	crews delayed	9	16	12	14	6	10	7	74

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 20-Nov	Sunday 21-Nov	Monday 22-Nov	Tuesday 23-Nov	Wednesday 24-Nov	Thursday 25-Nov	Friday 26-Nov	average
availability%	79%	77%	77%	79%	78%	74%	73%	77%

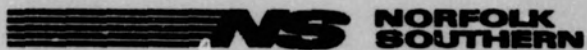
**Notes:** A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

### NS Northern Region Crew Starts and Recrews

	Saturday 20-Nov	Sunday 21-Nov	Monday 22-Nov	Tuesday 23-Nov	Wednesday 24-Nov	Thursday 25-Nov	Friday 26-Nov	total
crew starts	365	367	341	387	355	258	326	2399
recrews	53	41	57	52	56	33	34	326

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





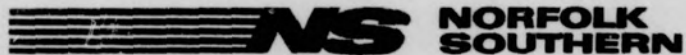
For the week ending 11/26/99

**Shared Asset Area Trains Held**

area	Sat 20-Nov	Sun 21-Nov	Mon 22-Nov	Tue 23-Nov	Wed 24-Nov	Thu 25-Nov	Fri 26-Nov	Grand Total
North Jersey	5	2	5	2	1	2	1	18
South Jersey	2	2	3	2	2	3	1	15
Detroit	2	4	2	2	2	2	0	14

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.

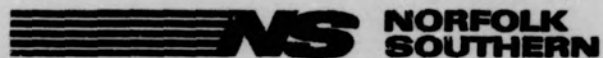




For the week ending 11/26/99

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	11/22/99	850	108	224	332	211	34.2
	11/23/99	850	85	257	342	260	18.2
	11/24/99	850	122	203	325	141	16.2
	11/25/99	850	114	160	274	171	38.3
	11/26/99	850	76	112	188	85	8.2
North Yard MI Average		850	101	191	292	174	24.7
Oak Island NJ	11/22/99	1200	463	445	908	464	40.6
	11/23/99	1200	615	510	1125	579	46.6
	11/24/99	1200	618	645	1263	239	57.6
	11/25/99	1200	835	686	1521	370	51.5
	11/26/99	1200	652	516	1168	462	73.6
Oak Island NJ Average		1200	637	560	1197	423	53.3
Pavonia NJ	11/22/99	900	344	423	767	616	46.5
	11/23/99	900	237	310	547	461	25.9
	11/24/99	900	286	208	494	244	27.4
	11/25/99	900	343	253	596	97	30.8
	11/26/99	900	286	216	502	184	62.6
Pavonia Average		900	299	282	581	320	38.6



For the week ending 11/26/99

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	11/22/99	8	50%	38%	13%	0%	0%
	11/23/99	8	38%	13%	0%	13%	38%
	11/24/99	4	75%	25%	0%	0%	0%
	11/25/99	0	0%	0%	0%	0%	0%
	11/26/99	2	0%	0%	100%	0%	0%
Detroit Total		22	45%	23%	14%	5%	14%
North Jersey Total	11/22/99	9	22%	33%	22%	0%	22%
	11/23/99	13	31%	38%	8%	8%	15%
	11/24/99	10	30%	40%	20%	0%	10%
	11/25/99	5	20%	40%	20%	0%	20%
	11/26/99	3	33%	33%	0%	33%	0%
North Jersey Total		40	28%	38%	15%	5%	15%
South Jersey Total	11/22/99	6	17%	17%	50%	0%	17%
	11/23/99	7	29%	14%	29%	29%	0%
	11/24/99	4	50%	25%	25%	0%	0%
	11/25/99	2	50%	50%	0%	0%	0%
	11/26/99	5	60%	20%	0%	20%	0%
South Jersey Total		24	38%	21%	25%	13%	4%
Grand Total		86	35%	29%	17%	7%	12%

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SURFACE TRANSPORTATION BOARD

# Memorandum

196110

ENTERED  
Office of the Secretary

NOV 26 1999

Part of  
Public Record

DATE: November 26, 1999



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

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

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

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

#### Attachments

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



500 Water Street (J407)  
Jacksonville, FL 32202  
Phone (904) 366-4684  
Fax (904) 351-1705

Danford L. Price  
Assistant Vice President -  
Service Measurements

November 24, 1999

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, November 19.

The reports this week indicate that field management teams are having a positive impact on our ability to provide a faster operation, despite the fall traffic peak and congestion on the northwestern part of the railroad. Total cars on line decreased 3039 cars to 268,979, driven primarily by improvements in train speed and terminal dwell. Terminal dwell decreased from 37.2 to 36.2 hours and train velocity improved from 16.4 to 17.4 miles-per-hour.

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

#### **Chicago Gateway Operations**

Congestion in the immediate Chicago area has improved. During this reporting week, there was an improvement in train performance to destination carriers within Chicago Terminal in the on-time-to-two-hours late category, and the impact to train timeliness is being felt prior to entering the Chicago area. CSX and other Chicago carriers continue to take advantage of opportunities for run-through train operations.

#### **Yards and Terminals**

CSX has been using a variety of yards and terminals to provide these run-through train operations into the Chicago gateway. Trains are staged at Toledo and Willard for westbound movement. Average daily dwell was mixed at the IHB yards: Blue Island dwell continued to decrease, while the dwell at Gibson remained constant. The cars on hand at Chicago (Barr) have improved, reflecting management actions which developed run-through trains to foreign carriers. The dwell hours for Chicago (Barr) decreased 7% from the prior reporting. Despite the staging of cars at Willard for run-through train to Chicago, dwell numbers for Willard decreased slightly. This reflects the improved Chicago situation.



The number of cars on hand at Albany (Selkirk) continued to be heavy, and the terminal dwell numbers increased this week. The number of cars handled at Buffalo (Frontier) decreased and the dwell number also declined. Cincinnati (Queensgate) cars on-hand again declined, and the dwell hours reflected the favorable movement.

In Indianapolis, Avon Yard's dwell numbers moved favorably, the first time in eleven weeks. This is the result of the action plan pursued in the last few weeks which addresses the volume issues, in conjunction with operating plan changes, and the availability of locomotives to move traffic.

Despite continued heavy volumes and sluggish overall operations on the Northern Region Lines, most yards and terminal areas are well within operational control limits. This week, seven of the fourteen terminals showed a decrease in terminal dwell hours. We anticipate working through the Thanksgiving holiday dependent on crew availability.

### **Corridor Performance**

In this reporting week, only one of the six corridors failed to improve when compared to the previous week in the on-time-to-two-hours-late category. Only the Chicago to Baltimore corridor failed to improve. The best performance during the reported week was the New Orleans to Carolinas corridor. Second-best performance was the I-95 corridor. Overall, the percent of trains in the greater-than-six-hours-late category decreased by 16 percentage points, while the on-time-to-two-hours-late category improved five percentage points.

### **Shared Areas**

The daily averages for on-hand cars were within 2% of the prior week's volumes at Pavonia and Detroit North Yard. Oak Island showed an increase of about 8%, returning to prior week's norm. Overall terminal dwell time increased slightly from 42.6 hours to 43.3 hours.

Reported road train delay hours for crew decreased 24% and power decreased 13% over the prior week. Crew availability accounted for seventeen trains being delayed, down from twenty trains last week. Power delays were also down, from twenty to seventeen trains. A total of thirteen originating trains were delayed due to late arrivals from inbound trains.

### **Additional Measurements**

This week, CSX is presenting a series of new measures that were requested by the STB. Some of the new measures pertain only to the acquired territory, which will be referred to as the *Northern Region Lines*. Other measures, however, pertain to the current CSXT consolidated railroad. The following daily metrics will be reported weekly for the seven-day period ending on Friday. All of the new reports can be viewed in detail on the CSX Web page. The new measures and their descriptives are as follows:

- **Train Delay Metric** – Daily number of trains starts on the Northern Region lines and the length of time in hours that any of those trains were delayed due to a lack of power or crews. This reporting will replace the current train delay snapshot.

Reported this week: Train Crew Starts averaged 293, Train Delay Metric averaged 140 hours for Power and 62 hours for Crew

- **Train Crew Delay Metric** – Daily number of train crew starts from the designated 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 coming on duty until departure from the terminal.

Terminals: Baltimore, Buffalo, Chicago, Cincinnati, Cleveland, Cumberland, Detroit, Philadelphia, Albany (Selkirk), Toledo, Willard.

Reported this week: The percent of crews not departing within two hours of the on-duty time averaged 52% for the week.

- **Shared Asset Areas (SAA) Train Delay Metric** – Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared areas for more than one hour after notification. This is a combined count for CSX and NS. Locations: Detroit, North Jersey, South Jersey (Philadelphia)

Reported this week: The SAA Train Delays averaged two trains each for the North Jersey and South Jersey areas, and three for the Detroit area.

- **Daily Crew Availability Percentage** – Daily percentage of CSXT road train crews that are available for work on the Northern Region Lines.

Reported this week: Crew Availability Percentage averaged 81%

- **Daily Number of Recrews Required** – Daily number of road train crews that relieved another road train crew short of the assigned crew destination due to hours-of-service expiration.

Reported this week: Recrews averaged 29, or 10% of the total crew starts.

- **Locomotives** – Gross number of locomotives that are on CSX property. This includes CSX owned, leased, and foreign locomotives. The average number of these locomotives that are available to move traffic will be identified as such. The Out-of-Service Ratio (OOS) is currently presented each week, but will now be grouped with the other locomotive numbers and represent the percent of CSX owned locomotives out-of-service.

Reported this week: Gross Locomotives = 4194, Average Available = 3820, and Out-of-Service Ratio = 5.4

The current measures for this week are reported as follows -

The Cars Offered in Interchange averaged zero for the entire week. Blocked Sidings or Multiple Main Lines decreased over fifty percent.

On-time performance of Amtrak (Pittsburgh - Washington) was 70% for 10 trains and MARC (West Virginia - Washington) passenger trains through Brunswick, MD was 92% for 90 trains.

CSX has continued to make progress with our key indicators. We recognize that our service is still not up to the level our customers expect, but we are committed to overcoming these service shortfalls and improving the quality of our service.

Sincerely,

Danford L. Price  
Assistant Vice President  
Service Measurements

# Surface Transportation Board

## Performance Measures

For the week ending: 11/19/99

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	708	565	569	400	489
	Cars On Hand - Empty	608	546	638	449	476
	Cars On Hand - Total	1316	1111	1207	849	965
	Cars Handled	472	593	696	720	769
	Dwell Hours	38.8	58.4	52.3	46.5	32.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	499	234	376	480	246
	Cars On Hand - Empty	501	259	427	388	318
	Cars On Hand - Total	1000	493	803	868	564
	Cars Handled	450	235	358	641	240
	Dwell Hours	57.5	26.3	37.2	37.1	46.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	252	222	218	275	301
	Cars On Hand - Empty	88	140	155	172	142
	Cars On Hand - Total	340	362	373	447	443
	Cars Handled	270	230	206	405	166
	Dwell Hours	29.8	22.2	17.7	22.3	37.3

**CSX Comments:** Daily on hand cars were within 2% of the prior week's volumes at Pavonia. Volumes increased at Detroit North Yard in both loaded and empty equipment. Volumes decreased significantly at Oak Island, particularly in empty equipment. Overall terminal dwell time decreased from 43.3 to 40.4



# Surface Transportation Board

## Performance Measures

For the week ending: 11/19/99

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99
North Jersey SAA	Number of Originations	10	15	14	10	6
	% Ontime	20%	53%	29%	60%	67%
	% Late 0-2 Hours	20%	7%	50%	20%	17%
	% Late 2-4 Hours	10%	7%	14%	0%	17%
	% Late 4-6 Hours	10%	20%	7%	0%	0%
	% Late GT 6 Hours	40%	13%	0%	20%	0%
South Jersey SAA	Number of Originations	5	6	7	5	4
	% Ontime	40%	17%	29%	60%	25%
	% Late 0-2 Hours	20%	17%	29%	0%	25%
	% Late 2-4 Hours	0%	17%	0%	20%	0%
	% Late 4-6 Hours	20%	0%	14%	0%	0%
	% Late GT 6 Hours	20%	50%	29%	20%	50%
Detroit SAA	Number of Originations	6	7	3	6	6
	% Ontime	17%	29%	67%	83%	17%
	% Late 0-2 Hours	50%	29%	0%	17%	0%
	% Late 2-4 Hours	17%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	14%	33%	0%	33%
	% Late GT 6 Hours	17%	29%	0%	0%	50%

**CSX Comments:** Reported road train delay hours decreased slightly over the prior week. Crew availability accounted for 17 trains being delayed, a 24% reduction in dwell hours from the prior week. Power delay hours decreased as well, a 13% reduction over the prior week, delaying 17 trains. A total of thirteen originating trains were delayed due to late arrivals from inbound trains.



## Surface Transportation Board

### Performance Measures

For the week ending: 11/19/99

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99	Average
Cars Offered	NS	0	0	0	0	0	0
	All Other	0	0	0	0	0	0
	Total	0	0	0	0	0	0

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

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99	Total
Blocked	Sidings	1	4	0	0	1	6
	Multiple Main Lines	3	0	4	3	1	11
	Total	4	4	4	3	2	17

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	50%	50%	70%
MARC	Trains	18	18	18	18	18	90
	% On Time	94%	100%	100%	67%	100%	92%

AMTK measured according to contract with CSXT.

# Surface Transportation Board

## Performance Measures

For the week ending: 11/19/99

### CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 11/13/99	Sunday 11/14/99	Monday 11/15/99	Tuesday 11/16/99	Wednesday 11/17/99	Thursday 11/18/99	Friday 11/19/99	Daily Average
Baltimore	Train Crew Starts	17	17	17	13	17	7	3	13
	Crews Delayed +2 Hours	9	11	11	7	10	3	1	7
	% Delayed +2 Hours	53%	65%	65%	54%	59%	43%	33%	57%
Buffalo	Train Crew Starts	42	36	33	34	39	37	37	37
	Crews Delayed +2 Hours	12	11	16	11	11	15	9	12
	% Delayed +2 Hours	29%	31%	48%	32%	28%	41%	24%	33%
Chicago	Train Crew Starts	19	25	23	24	19	19	11	20
	Crews Delayed +2 Hours	8	11	8	12	9	8	6	9
	% Delayed +2 Hours	42%	44%	35%	50%	47%	42%	55%	44%
Cincinnati	Train Crew Starts	31	27	36	34	33	22	6	27
	Crews Delayed +2 Hours	11	11	19	14	24	5	2	12
	% Delayed +2 Hours	35%	41%	53%	41%	73%	23%	33%	46%
Cleveland	Train Crew Starts	23	19	15	15	23	17	16	18
	Crews Delayed +2 Hours	12	10	6	8	8	7	10	9
	% Delayed +2 Hours	52%	53%	40%	53%	35%	41%	63%	48%
Cumberland	Train Crew Starts	29	31	26	25	34	27	29	29
	Crews Delayed +2 Hours	10	11	5	6	13	8	5	8
	% Delayed +2 Hours	34%	35%	19%	24%	38%	30%	17%	29%
Detroit	Train Crew Starts	3	4	4	4	2	1	5	3
	Crews Delayed +2 Hours	2	0	0	3	0	0	2	1
	% Delayed +2 Hours	67%	0%	0%	75%	0%	0%	40%	30%
Philadelphia	Train Crew Starts	8	7	7	4	7	3	6	6
	Crews Delayed +2 Hours	4	3	3	3	5	1	3	3
	% Delayed +2 Hours	50%	43%	43%	75%	71%	33%	50%	52%
Selkirk	Train Crew Starts	29	20	15	23	29	24	19	23
	Crews Delayed +2 Hours	14	7	13	13	15	12	12	12
	% Delayed +2 Hours	48%	35%	87%	57%	52%	50%	63%	54%
Toledo	Train Crew Starts	30	32	24	22	25	9	4	21
	Crews Delayed +2 Hours	17	22	14	18	19	8	3	14
	% Delayed +2 Hours	57%	69%	58%	82%	76%	89%	75%	69%
Willard	Train Crew Starts	38	37	30	33	30	41	36	35
	Crews Delayed +2 Hours	12	16	20	15	24	22	21	19
	% Delayed +2 Hours	32%	43%	67%	45%	80%	54%	58%	53%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 11/19/99

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Trains / Hours	11/13/99	11/14/99	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99	Average
Train Delay	Train Crew Starts	294	275	281	292	317	290	302	293
	Delayed Hours - Power	126	31	133	314	158	129	91	140
	Delayed Hours - Crews	64	127	83	18	60	43	42	62

Daily number of train crew starts on the Northern Region and the hours delayed due to lack of power and crew of those originating train crews. The delayed train (crew) 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	11/13/99	11/14/99	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99	Average
Crew Availability	% Available	80%	78%	79%	82%	82%	82%	82%	81%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew/Recrews	11/13/99	11/14/99	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99	Average
Crews/Recrews	Train Crew Starts	294	275	281	292	317	290	302	293
	Recrews	28	22	22	42	34	23	33	29
	% Recrewed	10%	8%	8%	14%	11%	8%	11%	10%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 11/19/99

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	11/13/99	11/14/99	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99	Average
Locomotives	Gross Fleet Size	4195	4183	4190	4210	4207	4192	4178	4194
	Avg. Number Available	3861	3801	3833	3868	3811	3818	3816	3830
	OOS Ratio	5.1	5.5	5.5	5.7	5.4	5.3	5.5	5.4

The measure for Net 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	11/13/99	11/14/99	11/15/99	11/16/99	11/17/99	11/18/99	11/19/99	Average
Train Delay	Philadelphia/South Jersey	3	1	3	1	3	1	0	2
	North Jersey	2	3	1	5	1	4	1	2
	Detroit	0	0	4	4	5	2	3	3

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



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

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

November 24, 1999

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending November 19, 1999, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train 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 Buffalo Hotline Log.

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



Mr. Melvin F. Clemens, Jr.  
November 24, 1999  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

November 24, 1999

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

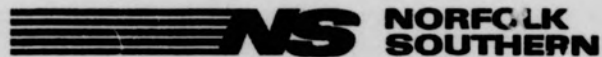
Dear Mr. Clemens:

This week's report provides additional signs of improvement in Norfolk Southern's performance. The number of cars on line was reduced from the previous week's total as we continue to assess the appropriate level for our operations. Although overall average terminal dwell time increased marginally, average train speed improved again compared to the preceding week. On the monitored corridors and Chicago gateway operations, 142 trains were held for terminal congestion, 54 trains were held for crews, and 11 trains were held for power.

On the Northern Region, there were no significant reportable causes of train delays apart from power and crew issues that are covered in this week's metrics.

In the Shared Assets Areas, overall average dwell time showed a slight increase, but generally the yards remained fluid. Lack of power resulted in 17 trains being delayed for 257 hours, and 17 trains were held for 194 hours awaiting crews. Additionally, 13 originating trains were delayed for 226 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 89% of the train delay hours in the SAAs.

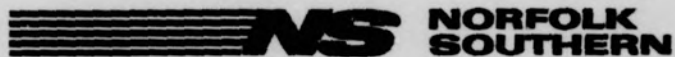
Sincerely,



For the week ending 11/19/99

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	11/15/99	6	17%	50%	17%	0%	17%
	11/16/99	7	29%	29%	0%	14%	29%
	11/17/99	3	67%	0%	0%	33%	0%
	11/18/99	6	83%	17%	0%	0%	0%
	11/19/99	6	17%	0%	0%	33%	50%
Detroit Total		28	39%	21%	4%	14%	21%
North Jersey Total	11/15/99	10	20%	20%	10%	10%	40%
	11/16/99	15	53%	7%	7%	20%	13%
	11/17/99	14	29%	50%	14%	7%	0%
	11/18/99	10	60%	20%	0%	0%	20%
	11/19/99	6	67%	17%	17%	0%	0%
North Jersey Total		55	44%	24%	9%	9%	15%
South Jersey Total	11/15/99	5	40%	20%	0%	20%	20%
	11/16/99	6	17%	17%	17%	0%	50%
	11/17/99	7	29%	29%	0%	14%	29%
	11/18/99	5	60%	0%	20%	0%	20%
	11/19/99	4	25%	25%	0%	0%	50%
South Jersey Total		27	33%	19%	7%	7%	33%
Grand Total		110	40%	22%	7%	10%	21%



For the week ending 11/19/99

Shared Asset Area - Yard Performance

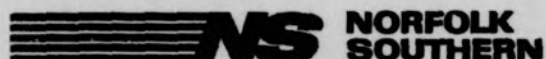
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	11/15/99	850	88	252	340	270	29.8
	11/16/99	850	140	222	362	230	22.2
	11/17/99	850	155	218	373	206	17.7
	11/18/99	850	172	275	447	405	22.3
	11/19/99	850	142	301	443	166	37.3
North Yard MI Average		850	139	254	393	255	25.1
Oak Island NJ	11/15/99	1200	608	708	1316	472	38.8
	11/16/99	1200	546	565	1111	593	58.4
	11/17/99	1200	638	569	1207	696	52.3
	11/18/99	1200	449	400	849	720	46.5
	11/19/99	1200	476	489	965	769	32.8
Oak Island NJ Average		1200	543	546	1090	650	45.6
Pavonia NJ	11/15/99	900	501	499	1000	450	57.5
	11/16/99	900	259	234	493	235	26.3
	11/17/99	900	427	376	803	358	37.2
	11/18/99	900	388	480	868	641	37.1
	11/19/99	900	318	246	564	240	46.3
Pavonia Average		900	379	367	746	385	41.7



**Shared Asset Area Trains Held**

	<b>Saturday 13-Nov</b>	<b>Sunday 14-Nov</b>	<b>Monday 15-Nov</b>	<b>Tuesday 16-Nov</b>	<b>Wednesday 17-Nov</b>	<b>Thursday 18-Nov</b>	<b>Friday 19-Nov</b>	<b>Grand Total</b>
North Jersey	2	3	1	5	1	4	1	17
South Jersey	3	1	3	1	3	1	0	12
Detroit	0	0	4	4	5	2	3	18





### 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

NS acquired territory only

### NS Northern Region Train Delays

cause	Saturday 13-Nov	Sunday 14-Nov	Monday 15-Nov	Tuesday 16-Nov	Wednesday 17-Nov	Thursday 18-Nov	Friday 19-Nov	Grand Total
train starts	164	139	161	159	173	128	0	929
Crew Delays	33.8	14.6	14.4	13.5	13.4	5.0	0.0	94.7
Power Delays	259.0	171.0	192.0	106.0	364.0	359.0	114.0	1565.0

Train delays expressed in hours

### NS Blocked Sidings and Multiple Main Lines

track	Monday 15-Nov	Tuesday 16-Nov	Wednesday 17-Nov	Thursday 18-Nov	Friday 19-Nov	total
Multiple Mains	4	2	1	5	2	14
Siding	4	3	0	0	0	7
<b>Total</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>21</b>

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

NS acquired territory only

### Locomotive Fleet Statistics

	Saturday 13-Nov	Sunday 14-Nov	Monday 15-Nov	Tuesday 16-Nov	Wednesday 17-Nov	Thursday 18-Nov	Friday 19-Nov	average
<b>Fleet Size</b>	3930	3930	3930	3931	3938	3938	3938	3934
<b>available</b>	3541	3513	3515	3490	3492	3496	3503	3507
<b>OOS%</b>	9.9%	10.6%	10.6%	11.2%	11.3%	11.2%	11.0%	10.8%

Snapshot taken at midnight

Does not include locomotives leased out or stored

### NS Crew Starts and Delays

		Saturday 13-Nov	Sunday 14-Nov	Monday 15-Nov	Tuesday 16-Nov	Wednesday 17-Nov	Thursday 18-Nov	Friday 19-Nov	Grand Total
Allentown	crew starts	13	12	15	14	14	17	19	104
	crews delayed	8	4	4	2	5	8	5	36
Bellevue	crew starts	45	41	44	51	43	43	44	311
	crews delayed	22	23	21	16	25	21	25	153
Buffalo	crew starts	22	19	23	27	27	24	24	166
	crews delayed	4	3	5	6	8	5	3	31
Chicago	crew starts	36	32	35	37	40	30	42	252
	crews delayed	12	12	14	11	11	9	17	86
Cincinnati	crew starts	37	33	34	37	33	38	30	242
	crews delayed	6	19	16	13	11	9	17	91
Cleveland	crew starts	23	19	19	21	24	27	20	153
	crews delayed	7	3	6	8	12	11	4	51
Conway	crew starts	46	47	43	51	52	48	56	343
	crews delayed	6	19	15	8	14	13	19	94
Detroit	crew starts	17	17	20	21	17	22	22	136
	crews delayed	5	6	7	7	6	5	8	44
Elkhart	crew starts	35	40	33	39	43	41	45	276
	crews delayed	13	13	9	11	17	15	16	94
Harrisburg	crew starts	57	51	52	57	56	58	60	391
	crews delayed	12	10	12	29	14	20	22	119
Toledo	crew starts	52	48	46	61	56	49	55	367
	crews delayed	10	13	13	17	12	8	18	91

**Notes:**

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

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

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

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 13-Nov	Sunday 14-Nov	Monday 15-Nov	Tuesday 16-Nov	Wednesday 17-Nov	Thursday 18-Nov	Friday 19-Nov	average
availability%	78%	76%	79%	81%	82%	82%	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 13-Nov	Sunday 14-Nov	Monday 15-Nov	Tuesday 16-Nov	Wednesday 17-Nov	Thursday 18-Nov	Friday 19-Nov	Grand Total
crew starts	346	326	334	381	371	367	392	2517
recrews	73	60	72	62	78	57	63	465

**Notes:**

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

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

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SURFACE TRANSPORTATION BOARD

# Memorandum

ENTERED  
Office of the Secretary

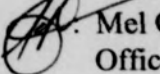
NOV 19 1999

Part of  
Public Record

DATE: November 18, 1999



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

FROM :  Mel Clemens, Director  
Office of Compliance and Enforcement

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

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

#### Attachments

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



500 Water Street (J407)  
Jacksonville, FL 32202  
Phone (904) 366-4684  
Fax (904) 359-1705

Danford L. Price  
Assistant Vice President -  
Service Measurements

November 17, 1999

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

Dear Mr. Clemens:

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

The reports this week continue to indicate slower operations due to the fall traffic peak and congestion on the northwestern part of the railroad. Total cars on line increased to 272,018, driven primarily by continued high car loadings. Terminal dwell increased from 36.9 to 37.2 hours and train velocity improved slightly from 16.3 to 16.4. These trends reflect the anticipated surge of traffic, which should continue through Thanksgiving.

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

#### **Chicago Gateway Operations**

Although improved, the Chicago Terminal continues to be an item of keen management focus by all carriers. There are continued high volumes, line-of-road congestion and scheduled maintenance of way work for all major railroads in Chicago. CSX continues to work with all of the Chicago carriers to develop alternate interchange locations and opportunities for run-through train operations, to provide relief for the Chicago area.

#### **Yards and Terminals**

CSX continues to utilize various yards and terminals to alleviate congestion into the Chicago gateway. Trains are being staged at Toledo and Willard for westbound movement. Average daily dwell was mixed at the IHB yards; Blue Island dwell was again down and Gibson was up. Dwell numbers for Willard decreased slightly, reflecting the improved Chicago situation, and the average daily number of cars handled was again strong for the week.



The number of cars on hand at Albany (Selkirk) continued to be heavy, but the terminal dwell numbers improved again this week. The number of cars handled at Buffalo (Frontier) increased less than 3%, and the dwell number was up slightly. The cars on hand at Chicago (Barr) continued high due to congestion, although the dwell hours decreased slightly. Cincinnati (Queensgate) cars on-hand declined, and the dwell hours reflected the favorable movement.

In Indianapolis, Avon Yard's dwell again moved unfavorably. From the action plan established last week, CSXT is continuing to address the volume issues, in conjunction with operating plan changes, and the availability of locomotives to move traffic.

Despite heavy volumes and slower overall operations, most yards and terminal areas are well within operational control limits. This week, nine of the fourteen terminals showed a decrease in terminal dwell hours. CSX has deployed select management field teams to assist in coordinating traffic across the network and keeping the communication areas open to power and crew requirements.

### **Corridor Performance**

In this reporting week, three of the six corridors improved when compared to the previous week in the on-time-to-two-hours-late category, while one remained the same. The best performance during the reported week was the New Orleans to Carolinas corridor. Second-best performance was the I-95 corridor. Overall, the percent of trains in the greater-than-six-hours-late category increased by three percentage points, while the on-time-to-two-hours-late category improved one percentage point.

### **Shared Areas**

The daily averages for on-hand cars were within 2% of the prior week's volumes at Pavonia and Detroit North Yard. Oak Island showed an increase of about 8%, returning to prior week's norm. Overall terminal dwell time increased slightly from 42.6 hours to 43.3 hours.

Reported road train delay hours for crew and power increased over the prior week. Crew availability accounted for twenty trains being delayed, up from fifteen last week. Power delays were up, from fourteen to twenty trains. A total of sixteen originating trains were delayed due to late arrivals from inbound trains.

### **Additional Measurements**

Cars Offered in Interchange averaged ten daily. Total Train Delay per the daily snapshot decreased slightly due to less congestion and availability of power. Blocked Sidings or Multiple Main Lines decreased only slightly; a consequence of our continuing operating strategy to stage westbound trains for Chicago. Locomotive Out of Service Ratio moved favorably, decreasing from 5.8% to 5.3%.

On-time performance of Amtrak (Pittsburgh - Washington) was 40% for 10 trains and MARC (West Virginia - Washington) passenger trains through Brunswick, MD was 93% for 80 trains.

We recognize that our service is not up to the level our customers expect, and we are committed to overcoming these service shortfalls. We have targeted some short-term solutions – like building run-through trains and bypassing congested terminals. For the long-term, we're looking to simplify our operating network plan. We anticipate slow improvement through the duration of fall peak and anticipate returning to pre-Hurricane Floyd service levels during December.

Sincerely,

Danford L. Price  
Assistant Vice President  
Service Measurements

## ***Surface Transportation Board***

### **Performance Measures**

**For the week ending: 11/12/99**

#### **Yard Performance**

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/08/99	11/09/99	11/10/99	11/11/99	11/12/99
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	516	551	497	647	817
	Cars On Hand - Empty	507	681	778	668	774
	Cars On Hand - Total	1023	1232	1275	1315	1591
	Cars Handled	743	484	633	409	528
	Dwell Hours	57.8	37.3	56.8	49.7	45.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	257	339	334	283	347
	Cars On Hand - Empty	312	253	392	445	569
	Cars On Hand - Total	569	592	726	728	916
	Cars Handled	507	181	344	305	345
	Dwell Hours	70.2	36.0	50.9	22.9	33.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	142	201	220	197	351
	Cars On Hand - Empty	57	80	73	110	123
	Cars On Hand - Total	199	281	293	307	474
	Cars Handled	257	251	353	66	268
	Dwell Hours	25.4	25.6	14.9	22.5	24.4

**CSX Comments:** Daily average on hand cars were within 2% of the prior week's volumes at Pavonia and Detroit North Yard, and increased 8% at Oak Island, returning to prior week's norms. Overall terminal dwell time increased slightly from 42.6 hours to 43.3 hours.

# Surface Transportation Board

## Performance Measures

For the week ending: 11/12/99

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	11/08/99	11/09/99	11/10/99	11/11/99	11/12/99
North Jersey SAA	Number of Originations	9	12	17	11	4
	% Ontime	22%	33%	29%	36%	25%
	% Late 0-2 Hours	11%	25%	18%	18%	50%
	% Late 2-4 Hours	33%	25%	18%	9%	25%
	% Late 4-6 Hours	22%	17%	24%	18%	0%
	% Late GT 6 Hours	11%	0%	12%	18%	0%
South Jersey SAA	Number of Originations	9	7	5	4	4
	% Ontime	11%	14%	20%	50%	75%
	% Late 0-2 Hours	22%	29%	20%	50%	0%
	% Late 2-4 Hours	11%	14%	60%	0%	25%
	% Late 4-6 Hours	22%	14%	0%	0%	0%
	% Late GT 6 Hours	33%	29%	0%	0%	0%
Detroit SAA	Number of Originations	7	7	4	4	3
	% Ontime	29%	0%	50%	25%	33%
	% Late 0-2 Hours	14%	29%	25%	25%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	33%
	% Late 4-6 Hours	0%	29%	0%	25%	0%
	% Late GT 6 Hours	57%	43%	25%	25%	0%

**CSX Comments:** Reported train delay hours for power and crew increased over the prior week. Crew availability accounted for twenty trains being delayed, up from fifteen last week. Power delays were up, from fourteen to twenty trains. A total of sixteen originating trains were delayed due to late arrivals from inbound trains.



## ***Surface Transportation Board***

### **Performance Measures**

**For the week ending: 11/12/99**

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	11/08/99	11/09/99	11/10/99	11/11/99	11/12/99	Average
Cars Offered	NS	2	1	1	1	1	1
	All Other	0	43	0	0	0	9
	Total	2	44	1	1	1	10

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 Train Delay**

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Cause of Delay	11/08/99	11/09/99	11/10/99	11/11/99	11/12/99	Total
Train Delay	Crew	0	1	1	2	0	4
	Power	5	7	9	3	4	28
	Congestion/Staging	6	6	8	8	7	35
	Total	11	14	18	13	11	67

Measures the number of scheduled road trains being held for crew, power, and congestion/staging on Conrail acquired territory only (includes trains in Shared Assets Area for owner road).



## Surface Transportation Board

### Performance Measures

For the week ending: 11/12/99

#### CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Track Type	11/08/99	11/09/99	11/10/99	11/11/99	11/12/99	Total
Blocked	Sidings	0	1	3	3	3	10
	Multiple Main Lines	6	5	5	5	4	25
	Total	6	6	8	8	7	35

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

#### CSXT Locomotive Out-of-Service Ratio

(Average of 3 Snapshots for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotive	11/08/99	11/09/99	11/10/99	11/11/99	11/12/99	Average
Locomotive OOS	OOS Ratio	5.3	5.4	5.4	5.1	5.3	5.3

Average of the 07:00, 15:00, and 23:00 out of service ratio snapshots for CSXT ownership locomotives.

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	11/08/99	11/09/99	11/10/99	11/11/99	11/12/99	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	50%	50%	50%	50%	40%
MARC	Trains	18	18	18	8	18	80
	% On Time	100%	100%	67%	100%	100%	93%

AMTK measured according to contract with CSXT.

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

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November 17, 1999

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending November 12, 1999, enclosed are schedules reporting Train Origination Performance and Yard Performance in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Train Delays, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Bad Order Ratio.

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

Mr. Melvin F. Clemens, Jr.  
November 17, 1999  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

November 17, 1999

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

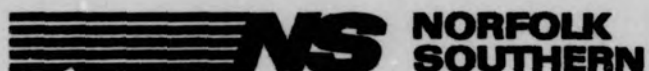
Dear Mr. Clemens:

Norfolk Southern's performance continues to show signs of improvement as indicated by this week's report. Cars on-line decreased again from the previous week. We regard this recent trend with cautious optimism as we strive to sustain the results. Also, average train speed increased slightly, while overall average terminal dwell time dropped as several key terminals showed improvement. On the monitored corridors and Chicago gateway operations, 130 trains were held for terminal congestion, 33 trains were held for crews, and 24 trains were held for power.

In the Shared Assets Areas, overall average dwell time showed a slight increase and on hand volumes remained relatively steady, but the yards remain fluid in general. Lack of power resulted in 20 trains being delayed for 295 hours, and 20 trains were held for 256 hours awaiting crews. Additionally, 16 originating trains were delayed for 336 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 91% of the train delay hours in the SAAs.

Sincerely,





### NS Cars Offered in Interchange but not Accepted

offered	Monday 8-Nov	Tuesday 9-Nov	Wednesday 10-Nov	Thursday 11-Nov	Friday 12-Nov	daily average
CSX	0	0	0	0	0	0
other	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

### NS Train Delay

cause	Monday 8-Nov	Tuesday 9-Nov	Wednesday 10-Nov	Thursday 11-Nov	Friday 12-Nov	total
Crew	8	3	4	1	11	27
Power	8	15	13	6	10	52
Yard Congestion	0	3	5	10	0	18
<b>Total</b>	<b>16</b>	<b>21</b>	<b>22</b>	<b>17</b>	<b>21</b>	<b>97</b>

Snapshot taken between 2:00 and 3:00 each day  
Include trains in yards and on line of road on acquired territory

### NS Blocked Sidings and Multiple Main Lines

track	Monday 8-Nov	Tuesday 9-Nov	Wednesday 10-Nov	Thursday 11-Nov	Friday 12-Nov	total
Multiple Mains	4	3	6	9	7	29
Siding	1	2	1	2	1	7
<b>Total</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>11</b>	<b>8</b>	<b>36</b>

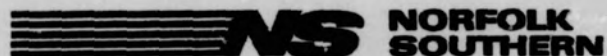
Snapshot taken between 2:00 and 3:00 each day  
NS acquired territory only

### Locomotive Bad Order Ratio

	Monday 8-Nov	Tuesday 9-Nov	Wednesday 10-Nov	Thursday 11-Nov	Friday 12-Nov	week avg.
<b>Total</b>	<b>6.1%</b>	<b>5.7%</b>	<b>5.3%</b>	<b>5.3%</b>	<b>5.3%</b>	<b>5.6%</b>

Snapshot taken at midnight  
Does not include locomotives leased out or stored

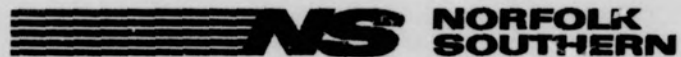




For the week ending 11/12/99

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	11/08/99	7	29%	14%	0%	0%	57%
	11/09/99	7	0%	29%	0%	29%	43%
	11/10/99	4	50%	25%	0%	0%	25%
	11/11/99	4	25%	25%	0%	25%	25%
	11/12/99	3	33%	33%	33%	0%	0%
<b>Detroit Total</b>		<b>25</b>	<b>24%</b>	<b>24%</b>	<b>4%</b>	<b>12%</b>	<b>36%</b>
North Jersey Total	11/08/99	9	22%	11%	33%	22%	11%
	11/09/99	12	33%	25%	25%	17%	0%
	11/10/99	17	29%	18%	18%	24%	12%
	11/11/99	11	36%	18%	9%	18%	18%
	11/12/99	4	25%	50%	25%	0%	0%
<b>North Jersey Total</b>		<b>53</b>	<b>30%</b>	<b>21%</b>	<b>21%</b>	<b>19%</b>	<b>9%</b>
South Jersey Total	11/08/99	9	11%	22%	11%	22%	33%
	11/09/99	7	14%	29%	14%	14%	29%
	11/10/99	5	20%	20%	60%	0%	0%
	11/11/99	4	50%	50%	0%	0%	0%
	11/12/99	4	75%	0%	25%	0%	0%
<b>South Jersey Total</b>		<b>29</b>	<b>28%</b>	<b>24%</b>	<b>21%</b>	<b>10%</b>	<b>17%</b>
<b>Grand Total</b>		<b>107</b>	<b>28%</b>	<b>22%</b>	<b>17%</b>	<b>15%</b>	<b>18%</b>



For the week ending 11/12/99

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	11/8/99	850	57	142	199	257	25.4
	11/9/99	850	80	201	281	251	25.6
	11/10/99	850	73	220	293	353	14.9
	11/11/99	850	110	197	307	66	22.5
	11/12/99	850	123	351	474	268	24.4
North Yard MI Average		850	89	222	311	239	21.9
Oak Island NJ	11/8/99	1200	507	516	1023	743	57.8
	11/9/99	1200	681	551	1232	484	37.3
	11/10/99	1200	778	497	1275	633	56.8
	11/11/99	1200	668	647	1315	409	49.7
	11/12/99	1200	774	817	1591	528	45.2
Oak Island NJ Average		1200	682	606	1287	559	50.5
Pavonia NJ	11/8/99	900	312	257	569	507	70.2
	11/9/99	900	253	339	592	181	36.0
	11/10/99	900	392	334	726	344	50.9
	11/11/99	900	445	283	728	305	22.9
	11/12/99	900	569	347	916	345	33.3
Pavonia Average		900	394	312	706	336	46.4

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Office of the Secretary

NOV 17 1999

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Public Record

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November 17, 1999

**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

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 third 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 third report is the initial post-Split Date report and covers the three month period between the June 1, 1999 Split Date and August 31, 1999. Traffic was surveyed for six non-consecutive days during those three months, with two of the survey dates falling during each of the three surveyed months.

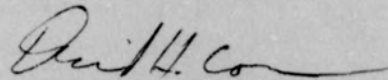
Please note that with respect to the attached New Jersey report, the data reflects the ultimate origin or destination of the surveyed traffic utilizing the George Washington Bridge. The report also shows the volume of surveyed traffic using other Hudson River crossings and the much larger volume of traffic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

The Honorable Vernon A. Williams  
November 17, 1999  
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



**CSX CORPORATION**  
**Intermodal Survey Report No. 3**

**November 17, 1999**  
**Page 1 of 2**

**New Jersey Terminals**

**Survey Results for June 1, 1999 through August 31, 1999**

ST	CITY	INBOUND	OUTBOUND	TOTAL
CT	Ansonia	1	0	1
CT	Bethel	2	0	2
CT	Bridgepor	0	1	1
CT	Canaan	3	0	3
CT	Clifton	3	0	3
CT	Danbury	1	0	1
CT	Enfield	0	2	2
CT	Greenwich	1	0	1
CT	Hartford	2	4	6
CT	Milford	0	2	2
CT	New Haven	2	1	3
CT	New Milfo	0	2	2
CT	North Hav	0	1	1
CT	Springfie	0	1	1
CT	Stamford	8	15	23
CT	Unknown	1	3	4
CT	Wesport	2	0	2
CT	Worcester	3	1	4
MA	Boston	1	0	1
MA	Cambridge	1	1	2
MA	East Wate	0	1	1
MA	Springfie	0	3	3
MA	Worcester	0	13	13
NY	Bronx	114	124	238
NY	Brooklyn	39	35	74
NY	Ellenvill	0	1	1
NY	Hagersnot	0	1	1
NY	Lonisland	51	48	99
NY	Manhattan	7	13	20
NY	Nav Bay	0	1	1
NY	Oak Park	0	1	1
NY	Poughkeep	1	0	1
NY	Queens	15	15	30
NY	Staisland	4	2	6
NY	Unknown	1	0	1
NY	West Ches	0	1	1
RI	Cranston	2	0	2
RI	Ierusdel	0	1	1
RI	Pawtucket	0	4	4
RI	Unknown	1	2	3
<hr/>				
George Washington		266	300	566
<hr/>				
George Washington		266	300	566
Tappan Zee		16	32	48

**CSX CORPORATION**  
**Intermodal Survey Report No. 3**

**November 17, 1999**  
**Page 2 of 2**

**New Jersey Terminals**

**Survey Results for June 1, 1999 through August 31, 1999**

ST CITY	INBOUND	OUTBOUND	TOTAL
Staten Is. Crossings	25	43	68
Manhattan Tunnels	7	6	13
All Other	13	60	73
East of Hudson	327	441	768
West of Hudson	1097	1768	2865
GRAND TOTAL	1424	2209	3633

**CSX CORPORATION**  
**Intermodal Survey Report No. 3**

**November 17, 1999**

**Massachusetts Terminals<sup>1</sup>**

**Survey Results for June 1, 1999 through August 31, 1999**

	INBOUND	OUTBOUND	TOTAL
George Washington Bridge	9	1	10
Other	1751	1480	3231
<hr/>			
GRAND TOTAL	1760	1481	3241

<sup>1</sup> The surveyed terminals were Boston, Springfield and Worcester.