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SURFACE TRANSPORTATION BOARD

Memorandum

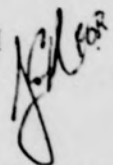
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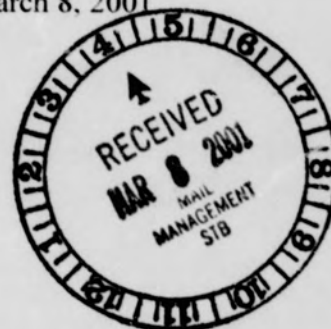
DATE: March 8, 2001

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

FROM :  Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

March 7, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, March 2nd. The report shows general improvement in the major service indicators, compared to the previous week. Cars on-line improved from 242,927 to 242,887. Terminal dwell improved from 25.5 to 25.0 hours, and train velocity improved from 21.4 to 21.6 miles-per-hour.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably 13 percentage points to 78%. The more-than-six-hours-late category move unfavorably 12 percentage points to 12%.

Yards and Terminals

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

Corridor Performance

Five of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 94%. Overall, the on-time-to-two-hours-late category moved favorably four percentage points to 83%, and the percent of trains in the greater-than-six-hours-late category move favorably three percentage points to 6%.

Shared Areas

Daily average on hand cars decreased slightly at Oak Island, and increased at North Yard and Pavonia. Overall terminal dwell time was 29.3 hours, compared to 30.4 hours last week. For the week, there were a total of 45 trains delayed for CSXT and NS: 27 for crew, 4 for power, and 14 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 743 train starts, weekly train delay totaled 31 hours for Power and 22 hours for Crew. Delay hours for crew decreased, while delay for power increased slightly from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 19.7% for the week, improved from 19.9% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 86%, improved from 84% the prior week.

Daily Number of Recrews Required: Of 1781 crew starts, 39 (2%) were recrews, same as the prior week.

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

Locomotives: Gross Locomotives = 3849, Average Available = 3491, and Out-of-Service Ratio = 5.6%, improved from 5.7% the prior week.

Cars Offered in Interchange: averaged 252 cars daily, of which 46 were for the Norfolk Southern. Daily average decreased and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 93% for 90 MARC trains (West Virginia – Washington).

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

CSXT has established 18 key measures for the first quarter of this year. Last week we met the goal for 16 of those measures. Goals were met for personal injuries, derailments, cars on-line, overall

velocity, merchandise train velocity, crews on duty over 12 hours, relief crews, hours of crew delay, car dwell, right connection, on-time origin departure, on-time destination arrival, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out-of-service ratio. Three of these measurements (cars on-line, right connection, and on-time origin departure) reached their best performance since Split.

Last week's service measurements for CSXT indicate continued fluidity in operations over the network. The railroad is healthy and is well positioned to absorb increased volumes.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 03/02/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	551	343	332	380	454
	Cars On Hand - Empty	364	277	272	425	441
	Cars On Hand - Total	915	620	604	805	895
	Cars Handled	637	469	575	673	605
	Dwell Hours	42.1	35.4	29.6	25.7	25.4
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	279	302	323	260	268
	Cars On Hand - Empty	396	600	499	507	289
	Cars On Hand - Total	675	902	822	767	557
	Cars Handled	364	356	579	558	329
	Dwell Hours	42.6	35.8	27.8	26.2	27.8
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	116	168	244	234	260
	Cars On Hand - Empty	100	120	170	163	172
	Cars On Hand - Total	216	288	414	397	432
	Cars Handled	182	185	332	261	409
	Dwell Hours	16.6	24.0	22.4	21.8	22.2

CSX Comments: Daily average on hand cars decreased slightly at Oak Island, and increased at North Yard and Pavonia. Overall terminal dwell time was 29.3 hours, down from 30.4 last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01
North Jersey SAA	Number of Originations	11	13	15	14	16
	% Ontime	36%	31%	53%	21%	31%
	% Late 0-2 Hours	36%	38%	20%	29%	25%
	% Late 2-4 Hours	9%	15%	20%	29%	19%
	% Late 4-6 Hours	9%	0%	0%	14%	6%
	% Late GT 6 Hours	9%	15%	7%	7%	19%
South Jersey SAA	Number of Originations	1	5	6	5	5
	% Ontime	100%	60%	17%	40%	60%
	% Late 0-2 Hours	0%	0%	33%	40%	20%
	% Late 2-4 Hours	0%	20%	17%	0%	20%
	% Late 4-6 Hours	0%	0%	17%	20%	0%
	% Late GT 6 Hours	0%	20%	17%	0%	0%
Detroit SAA	Number of Originations	6	6	5	6	7
	% Ontime	83%	67%	80%	67%	71%
	% Late 0-2 Hours	0%	17%	0%	0%	0%
	% Late 2-4 Hours	0%	17%	0%	17%	14%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	17%	0%	20%	17%	14%

CSX Comments: Total road train delays were 45 trains. Crew delays were 27 trains for 115 hours; power 4 trains for 32 hours; originating trains 14 for 51 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01	Average
Cars Offered	NS	0	24	23	48	134	46
	All Other	238	308	148	146	189	206
	Total	238	332	171	194	323	252

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	50%	100%	50%	70%
MARC	Trains	18	18	18	18	18	90
	% On Time	72%	100%	100%	94%	100%	93%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	02/24/01	02/25/01	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01	Total
Baltimore	Train Crew Starts	23	20	16	18	20	20	16	133
	Crews Delayed +2 Hours	13	6	5	7	7	12	7	57
	% Delayed +2 Hours	57%	30%	31%	39%	35%	60%	44%	43%
Buffalo	Train Crew Starts	40	39	36	39	46	47	43	290
	Crews Delayed +2 Hours	9	5	4	8	7	5	6	44
	% Delayed +2 Hours	23%	13%	11%	21%	15%	11%	14%	15%
Chicago	Train Crew Starts	26	23	25	27	24	23	27	175
	Crews Delayed +2 Hours	4	9	2	3	2	8	7	35
	% Delayed +2 Hours	15%	39%	8%	11%	8%	35%	26%	20%
Cincinnati	Train Crew Starts	34	38	28	36	33	39	36	244
	Crews Delayed +2 Hours	1	2	2	1	1	1	1	9
	% Delayed +2 Hours	3%	5%	7%	3%	3%	3%	3%	4%
Cleveland	Train Crew Starts	22	23	22	18	19	21	25	150
	Crews Delayed +2 Hours	7	6	3	5	5	3	5	34
	% Delayed +2 Hours	32%	26%	14%	28%	26%	14%	20%	23%
Cumberland	Train Crew Starts	36	34	33	31	31	34	38	237
	Crews Delayed +2 Hours	4	2	6	2	2	2	2	20
	% Delayed +2 Hours	11%	6%	18%	6%	6%	6%	5%	8%
Detroit	Train Crew Starts	5	3	4	6	6	6	7	37
	Crews Delayed +2 Hours	0	0	2	2	2	2	1	9
	% Delayed +2 Hours	0%	0%	50%	33%	33%	33%	14%	24%
Philadelphia	Train Crew Starts	15	9	12	10	14	12	11	83
	Crews Delayed +2 Hours	4	1	2	1	3	3	2	16
	% Delayed +2 Hours	27%	11%	17%	10%	21%	25%	18%	19%
Selkirk	Train Crew Starts	42	36	30	39	49	42	46	284
	Crews Delayed +2 Hours	14	14	12	8	16	11	21	96
	% Delayed +2 Hours	33%	39%	40%	21%	33%	26%	46%	34%
Toledo	Train Crew Starts	27	27	26	23	21	28	25	177
	Crews Delayed +2 Hours	7	9	4	5	2	4	2	33
	% Delayed +2 Hours	26%	33%	15%	22%	10%	14%	8%	19%
Willard	Train Crew Starts	43	44	35	42	47	43	41	295
	Crews Delayed +2 Hours	8	10	6	5	6	2	9	46
	% Delayed +2 Hours	19%	23%	17%	12%	13%	5%	22%	16%

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

Surface Transportation Board

Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	02/24/01	02/25/01	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01	Total
Train Delay	Originating Train Starts	99	100	97	103	113	112	119	743
	Delayed Hours - Power	0	0	3	2	5	11	10	31
	Delayed Hours - Crews	20	0	0	0	0	0	2	22

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	02/24/01	02/25/01	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01	Average
Crew Availability		83%	84%	86%	87%	86%	86%	87%	86%

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	02/24/01	02/25/01	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01	Total
Crews/Recrews	Train Crew Starts	265	227	220	254	268	271	276	1781
	Recrews	9	11	5	4	1	5	4	39
	% Recrewed	3%	5%	2%	2%	0%	2%	1%	2%

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

Surface Transportation Board Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	02/24/01	02/25/01	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01	Average

Locomotives	Gross Fleet Size	3971	3832	3823	3833	3870	3828	3789	3849
	Avg. Number Available	3500	3485	3489	3489	3522	3496	3453	3491
	OOS Ratio	5.7	5.6	5.3	5.5	5.6	5.9	5.7	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	02/24/01	02/25/01	02/26/01	02/27/01	02/28/01	03/01/01	03/02/01	Average

Train Delay	Philadelphia/South Jersey	2	4	4	3	2	3	2	3
	North Jersey	6	4	2	3	2	4	2	3
	Detroit	1	0	0	0	1	0	0	0

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

George A. Aspatore
General Solicitor

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

March 7, 2001

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

Dear Mr. Clemens:

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

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. 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.
March 7, 2001
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

March 7, 2001

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

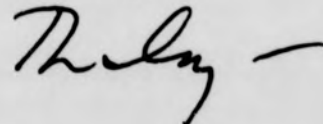
Dear Mr. Clemens:

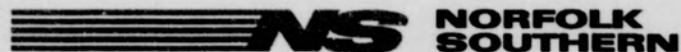
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 50 trains were held for terminal delays, 17 trains were held for crews, and 13 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume decreased at Oak Island and increased at North Yard and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. Twenty-seven trains were delayed 115 hours for lack of crews and 4 trains were delayed for 32 hours awaiting power. Fourteen originating trains were delayed a total of 51 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 38% of the delay hours reported in the SAAs.

Sincerely,

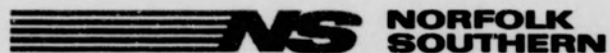




For the week ending 3/2/01

Shared Asset Area - Yard Performance

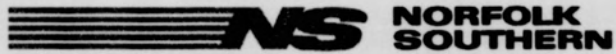
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	2/26/01	850	100	116	216	182	16.6
	2/27/01	850	120	168	288	185	24.0
	2/28/01	850	170	244	414	332	22.4
	3/1/01	850	163	234	397	261	21.8
	3/2/01	850	172	260	432	409	22.2
North Yard MI Average		850	145	204	349	274	21.7
Oak Island NJ	2/26/01	1200	364	551	915	637	42.1
	2/27/01	1200	277	343	620	469	35.4
	2/28/01	1200	272	332	604	575	29.6
	3/1/01	1200	425	380	805	673	25.7
	3/2/01	1200	441	454	895	605	25.4
Oak Island NJ Average		1200	356	412	768	592	31.5
Pavonia NJ	2/26/01	900	396	279	675	364	42.6
	2/27/01	900	600	302	902	356	35.8
	2/28/01	900	499	323	822	579	27.8
	3/1/01	900	507	260	767	558	26.2
	3/2/01	900	289	268	557	329	27.8
Pavonia Average		900	458	286	745	437	31.2



For the week ending 3/2/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	2/26/01	6	83%	0%	0%	0%	17%
	2/27/01	6	67%	17%	17%	0%	0%
	2/28/01	5	80%	0%	0%	0%	20%
	3/1/01	6	67%	0%	17%	0%	17%
	3/2/01	7	71%	0%	14%	0%	14%
		30	73%	3%	10%	0%	13%
North Jersey Total	2/26/01	11	36%	36%	9%	9%	9%
	2/27/01	13	31%	38%	15%	0%	15%
	2/28/01	15	53%	20%	20%	0%	7%
	3/1/01	14	21%	29%	29%	14%	7%
	3/2/01	16	31%	25%	19%	6%	19%
		69	35%	29%	19%	6%	12%
South Jersey Total	2/26/01	1	100%	0%	0%	0%	0%
	2/27/01	5	60%	0%	20%	0%	20%
	2/28/01	6	17%	33%	17%	17%	17%
	3/1/01	5	40%	40%	0%	20%	0%
	3/2/01	5	60%	20%	20%	0%	0%
		22	45%	23%	14%	9%	9%
Grand Total		121	46%	21%	16%	5%	12%

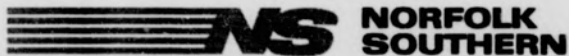


For the week ending 3/2/01

Shared Asset Area Trains Held

area	Sat 24-Feb	Sun 25-Feb	Mon 26-Feb	Tue 27-Feb	Wed 28-Feb	Thu 01-Mar	Fri 02-Mar	Grand Total
North Jersey	6	4	2	3	4	2	2	23
South Jersey	2	4	4	3	3	2	2	20
Detroit	1	0	0	0	0	1	0	2

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	81	32	0	113
other	0	0	0	94	0	94
Total	0	0	81	126	0	207

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

NS Northern Region Train Starts and Delays

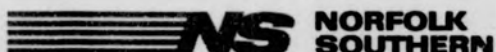
	Saturday 24-Feb	Sunday 25-Feb	Monday 26-Feb	Tuesday 27-Feb	Wednesday 28-Feb	Thursday 1-Mar	Friday 2-Mar	Grand Total
# of Train Starts	184	150	163	174	172	173	164	1180
Delay Cause								
Crew Delays (hrs)	0.0	8.0	3.3	2.0	5.3	3.0	0.0	21.7
Power Delays (hrs)	22.3	9.6	4.3	40.8	4.8	49.8	54.3	185.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 24-Feb	Sunday 25-Feb	Monday 26-Feb	Tuesday 27-Feb	Wednesday 28-Feb	Thursday 1-Mar	Friday 2-Mar	average
Fleet Size	3436	3428	3426	3445	3431	3420	3408	3428
available	3225	3226	3227	3228	3229	3230	3231	3228
out of service %	6.1%	5.9%	5.8%	6.3%	5.9%	5.6%	5.2%	5.8%

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



NS Crew Starts and Delays

		Saturday 24-Feb	Sunday 25-Feb	Monday 26-Feb	Tuesday 27-Feb	Wednesday 28-Feb	Thursday 1-Mar	Friday 2-Mar	Grand Total
Allentown	crew starts	12	12	15	16	15	20	16	106
	crews delayed	6	4	4	5	5	6	5	35
Bellevue	crew starts	39	33	32	34	36	43	36	253
	crews delayed	7	6	7	5	9	7	8	49
Buffalo	crew starts	20	17	20	24	22	24	22	149
	crews delayed	2	6	1	5	5	3	3	25
Chicago	crew starts	32	34	29	30	31	38	32	226
	crews delayed	8	13	7	7	13	12	15	75
Cincinnati	crew starts	39	34	33	35	35	41	35	252
	crews delayed	4	9	6	5	3	4	6	37
Cleveland	crew starts	11	6	10	12	8	12	13	72
	crews delayed	6	3	2	4	2	7	3	27
Conway	crew starts	55	50	44	53	53	56	55	366
	crews delayed	15	15	8	12	14	16	16	96
Detroit	crew starts	13	17	17	19	17	19	17	119
	crews delayed	4	6	2	6	8	4	5	35
Elkhart	crew starts	31	36	30	34	32	36	38	237
	crews delayed	13	15	13	15	15	14	14	99
Harrisburg	crew starts	49	40	47	58	53	60	56	363
	crews delayed	15	16	13	15	19	20	17	115
Toledo	crew starts	60	57	52	49	61	55	58	392
	crews delayed	9	14	19	12	14	13	11	92

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

NS Northern Region Daily Crew Availability Percentage

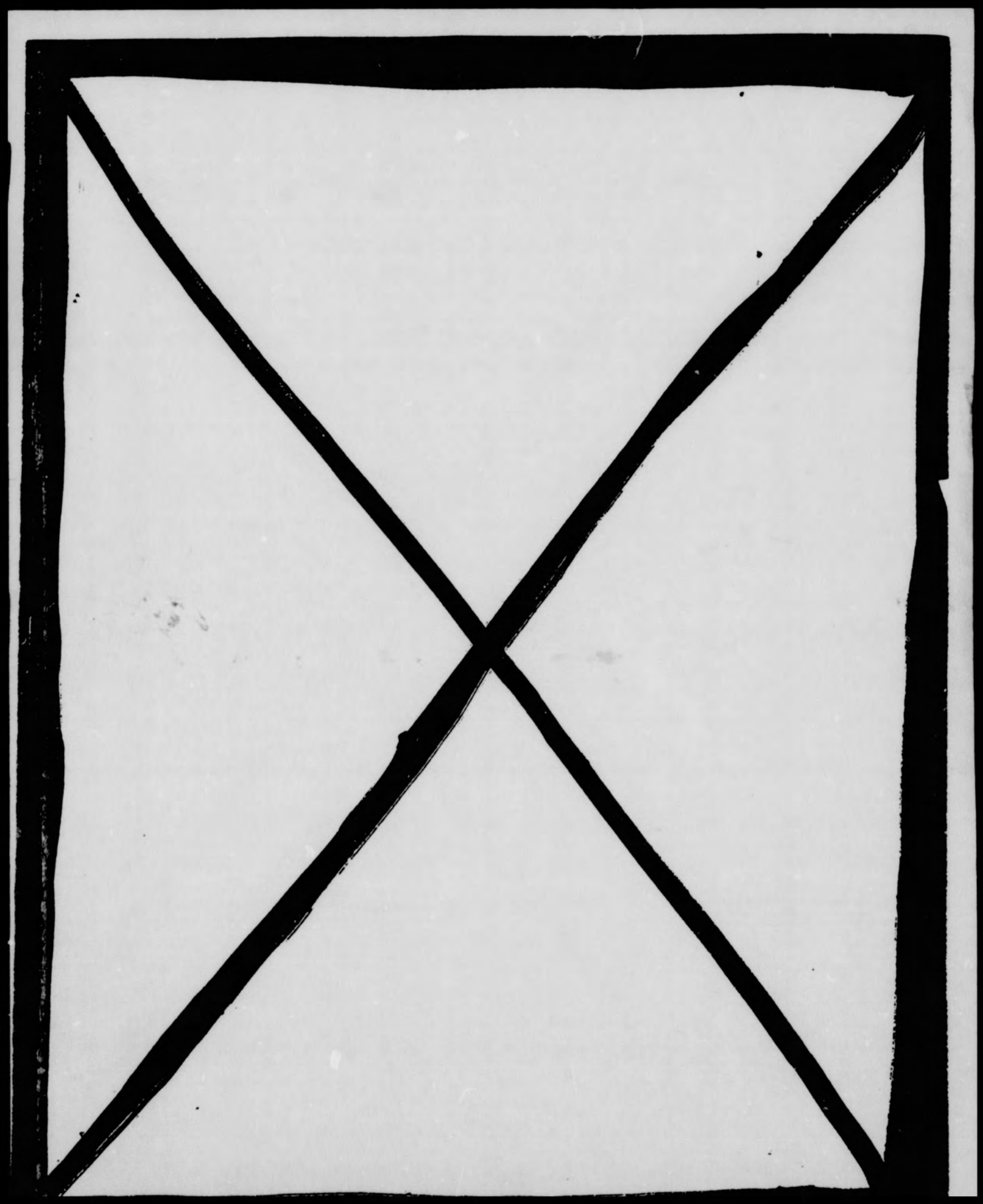
	Saturday 24-Feb	Sunday 25-Feb	Monday 26-Feb	Tuesday 27-Feb	Wednesday 28-Feb	Thursday 1-Mar	Friday 2-Mar	average
availability%	79%	80%	79%	81%	82%	82%	81%	81%

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

NS Northern Region Crew Starts and Recrews

	Saturday 24-Feb	Sunday 25-Feb	Monday 26-Feb	Tuesday 27-Feb	Wednesday 28-Feb	Thursday 1-Mar	Friday 2-Mar	Grand Total
crew starts	316	281	273	320	322	321	318	2151
recrews	15	11	11	9	10	14	6	76

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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Direct Dial (202) 906-3987
Fax: (202) 906-2821

March 1, 2001

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

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RECEIVED
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OFFICE OF COMPLIANCE AND ENFORCEMENT
DIRECTOR

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SURFACE TRANSPORTATION
BOARD

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

Dear Mr. Clemens:

On behalf of NS, CSX and itself, the National Railroad Passenger Corporation ("Amtrak") hereby submits the sixth 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 October 1, 2000 through December 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.

The Honorable Melvin F. Clemens, Jr.
March 1, 2001
Page 2

Amtrak's Comment

Operations on CSX

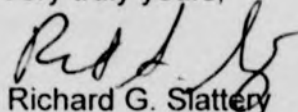
As the attached figures indicate, on ex-Conrail lines now operated by CSX, the on-time performance of most Amtrak trains (which averaged 90.9%) continued to exceed performance during the one-year "base period" immediately prior to the Conrail acquisition (which averaged 84.7%).

Performance of most Amtrak trains operating over CSX's pre-Conrail system has continued to improve from the very low levels achieved in the spring and early summer of last year. (With the exception of the "Cardinal", trains 50 and 51, which operates in part over ex-Conrail lines, performance of these trains is not reflected in the attached data.) However, several trains continued to experience above average delays during the reporting period due to freight train congestion and slow orders. The Sunset Limited between New Orleans and Jacksonville continues to operate on a schedule, adopted on an emergency basis last September, that is more than two hours slower than the contractually agreed upon running time. The completion of deferred maintenance work on the Sunset's route since the end of the reporting period appears to be contributing to a genuine improvement in this train's performance.

Operations on NS

On-time performance on Conrail lines now operated by NS, which averaged 71.4%, was below both base period performance (77.2%) and NS's performance during the last quarter (73.7%). However, much of the increase in NS delays was attributable to severe weather conditions in the Chicago area that began in mid-December. NS's performance on lines it owned prior to the Conrail acquisition, which is not reflected in the attached figures, continued to be good.

Very truly yours,



Richard G. Slattery
Senior Associate General Counsel

Attachments

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

The Honorable Melvin F. Clemens, Jr.
March 1, 2001
Page 3

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

George Aspatore, Esq.
General Solicitor
Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510

Conrail / CSXT
On-time Performance⁽¹⁾ for Amtrak Trains
Performance By Checkpoint

Train	Location	Conrail	CSXT	CSXT	Percentage Point Difference	
		June 98 thru May 99	Previous Quarter	Oct 00 thru Dec 00	From Conrail to CSXT Oct-Dec 00	CSXT Prev Qtr to CSXT Oct-Dec 00
48/448	Origin Cleveland, OH (2)					
	Checkpoint Albany, NY	47.8%	85.6%	92.4%	44.6	6.8
	Checkpoint CP-75(Poughkeepsie, NY)	53.2%	72.2%	86.8%	33.6	14.6
	Checkpoint Boston, MA	56.6%	88.9%	92.4%	35.8	3.5
449	Origin Boston, MA					
	Checkpoint Albany, NY	79.3%	89.1%	92.2%	12.9	3.1
49	Origin CP-75(Poughkeepsie, NY)					
	Checkpoint Albany, NY	98.3%	97.8%	100.0%	1.7	2.2
	Checkpoint Cleveland, OH (2)	78.3%	86.1%	83.7%	5.4	(2.7)
50	Origin Maynard(Dyer, IN) (5)					
	Checkpoint Indianapolis, IN (4)	97.9%	90.2%	85.2%	12.7	(5.0)
	Checkpoint Charleston WV (3)	89.8%	86.8%	86.5%	(3.3)	(0.3)
	Checkpoint Orange(17 mi W of Culpeper, VA) (3)	86.6%	51.3%	70.3%	(16.3)	19.0
51	Origin Orange(17 mi W of Culpeper, VA) (3)					
	Checkpoint Charleston WV (3)	87.4%	100.0%	87.2%	(0.2)	(12.8)
	Checkpoint Indianapolis, IN (4)	84.8%	65.6%	64.9%	(19.9)	(0.7)
	Checkpoint Maynard(Dyer, IN) (5)	89.9%	67.9%	66.3%	(23.6)	(1.6)
63/281/ 283	Origin CP-75(Poughkeepsie, NY)					
	Checkpoint CP-169(8 mi S of Amsterdam, NY)	90.0%	98.5%	97.5%	7.5	(1.0)
	Checkpoint CP296(Syracuse, NY)	75.0%	90.9%	94.2%	19.2	3.3
	Checkpoint Niagara Falls, NY	76.9%	92.6%	94.2%	17.3	1.6
64/284/ 286/288	Origin Niagara Falls, NY					
	Checkpoint CP296(Syracuse, NY)	76.3%	88.3%	85.5%	9.2	(2.8)
	Checkpoint CP-169(8 mi S of Amsterdam, NY)	76.5%	74.0%	81.8%	5.3	7.8
	Checkpoint CP-75(Poughkeepsie, NY)	77.7%	81.2%	85.4%	7.7	4.2

(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⁽¹⁾ for Amtrak Trains
Performance By Checkpoint

<u>Train</u>		<u>Location</u>	Conrail	CSXT	CSXT	<u>Percentage Point Difference</u>	
			June 98 thru May 99	Previous Quarter	Oct 00 thru Dec 00	From Conrail to CSXT Oct-Dec 00	CSXT Prev Qtr to CSXT Oct-Dec 00
55	Origin	Palmer(15 mi.N of Springfield, MA)					
	Checkpoint	Springfield, MA	81.2%	98.9%	98.9%	17.7	0.0
56	Origin	Springfield, MA					
	Checkpoint	Palmer(15 mi.N of Springfield, MA)	90.9%	94.6%	97.8%	6.9	3.2
145	Origin	Boston, MA					
	Checkpoint	Springfield, MA	84.6%	93.5%	94.6%	10.0	1.1
142/172/ 178	Origin	Springfield, MA					
	Checkpoint	Boston, MA	93.9%	97.6%	98.3%	4.4	0.7
289	Origin	CP-75(Poughkeepsie, NY)					
	Checkpoint	CP-169(8 mi.S of Amsterdam, NY)	87.2%	100.0%	88.9%	1.7	(11.1)
	Checkpoint	Syracuse, NY	91.5%	100.0%	88.9%	(2.6)	(11.1)
68/70/246/ 294/296	Origin	Schenectady, NY					
	Checkpoint	CP-75(Poughkeepsie, NY)	96.7%	98.8%	96.7%	0.0	(2.1)
69/291/ 293	Origin	CP-75(Poughkeepsie, NY)					
	Checkpoint	Schenectady, NY	93.0%	99.2%	94.7%	1.7	(4.5)
236/240/ 238/242/ 244/248/ 250/254/ 256/262/ 264	Origin	Albany, NY					
	Checkpoint	CP-75(Poughkeepsie, NY)	92.3%	98.8%	97.4%	5.1	(1.4)
299	Origin	Albany, NY					
	Checkpoint	Schenectady, NY	87.9%	83.3%	100.0%	12.1	16.7
251/253/ 257/259/ 265/267/ 269/271/ 273/277	Origin	CP-75(Poughkeepsie, NY)					
	Checkpoint	Albany, NY	94.4%	98.8%	99.0%	4.6	0.2
Totals			84.7%	90.2%	90.9%	6.2	0.7

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

CONRAIL/NORFOLK SOUTHERN
ON-TIME PERFORMANCE⁽¹⁾ FOR AMTRAK TRAINS
PERFORMANCE BY CHECKPOINT
OCTOBER - DECEMBER, 2000

Train	Location	Conrail June 98 thru May 99	NS Previous Quarter	NS Oct-00 thru Dec-00	Percentage Point Difference	
					From Conrail to NS Oct-Dec 2000	NS Prev Qtr to NS Oct-Dec 2000
29	Origin Bloom(Pittsburgh, PA)					
	Checkpoint Toledo, OH	79.5%	68.2%	62.5%	(17.0)	(5.7)
	Checkpoint 21st St (Chicago, IL)	75.7%	83.3%	65.2%	(10.5)	(18.1)
30	Origin 21st St (Chicago, IL)					
	Checkpoint Toledo, OH	73.8%	42.9%	51.1%	(22.7)	8.2
	Checkpoint Bloom(Pittsburgh, PA)	54.5%	61.8%	51.1%	(3.4)	(10.7)
40	Origin New Castle, PA					
	Checkpoint Harrisburg, PA	75.6%	88.0%	95.5%	19.9	7.5
41	Origin Harrisburg, PA					
	Checkpoint New Castle, PA	83.2%	89.1%	95.5%	12.3	6.4
43	Origin Harrisburg, PA					
	Checkpoint Cleveland, OH (2)	88.9%	84.6%	82.0%	(6.9)	(2.6)
	Checkpoint 21st St (Chicago, IL)	78.5%	82.0%	67.0%	(11.5)	(15.0)
44	Origin 21st St (Chicago, IL)					
	Checkpoint Cleveland, OH (2)	74.3%	74.7%	76.4%	2.1	1.7
	Checkpoint Harrisburg, PA	52.4%	69.2%	64.0%	11.6	(5.2)
48	Origin 21st St (Chicago, IL)					
	Checkpoint Cleveland, OH (2)	74.4%	38.0%	44.0%	(30.4)	6.0
49	Origin Cleveland, OH (2)					
	Checkpoint 21st St (Chicago, IL)	70.1%	82.6%	69.3%	(0.8)	(13.3)
350,352, 354	Origin 21st St (Chicago, IL)					
	Checkpoint Vinewood(Detroit, MI)	89.4%	93.4%	84.1%	(5.3)	(9.3)
351,353, 355	Origin Vinewood(Detroit, MI)					
	Checkpoint 21st St (Chicago, IL)	76.6%	74.0%	72.6%	(4.0)	(1.4)
364	Origin 21st St (Chicago, IL)					
	Checkpoint Gord(Battle Creek, MI)	81.3%	68.5%	80.0%	(1.3)	11.5

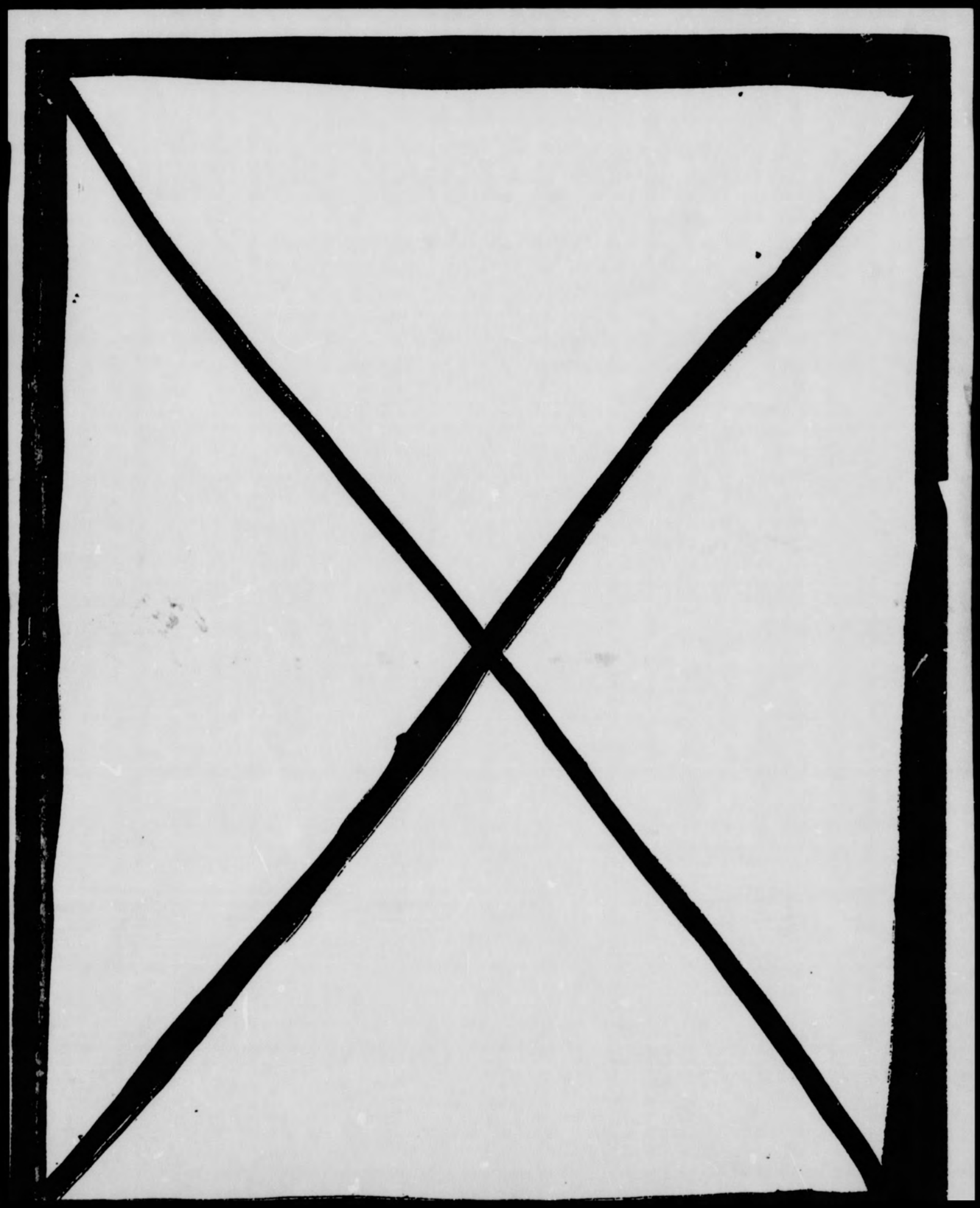
(1) Based on Amtrak's contractual arrangement for incentives with the respective railroads.

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

CONRAIL/NORFOLK SOUTHERN
ON-TIME PERFORMANCE⁽¹⁾ FOR AMTRAK TRAINS
PERFORMANCE BY CHECKPOINT
OCTOBER - DECEMBER, 2000

Train	Location	Conrail June 93 thru May 99	NS Previous Quarter	NS Oct-00 thru Dec-00	Percentage Point Difference	
					From Conrail to NS Oct-Dec 2000	NS Prev Qtr to NS Oct-Dec 2000
365/367	Origin Gord(Battle Creek, MI)					
	Checkpoint 21st St (Chicago, IL)	75.4%	66.3%	70.9%	(4.5)	4.6
370	Origin 21st St (Chicago, IL)					
	Checkpoint CP-482(Michigan City, MI)	64.6%	56.0%	56.0%	(28.6)	-
371	Origin CP-482(Michigan City, MI)					
	Checkpoint 21st St (Chicago, IL)	67.4%	62.6%	70.2%	2.8	7.6
Totals		77.2%	73.7%	71.4%	(5.8)	(2.3)

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



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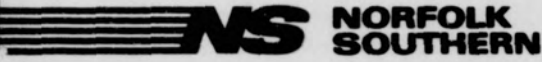
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Norfolk Southern Corporation
1500 K Street, N.W., Suite 375
Washington, D.C. 20005
202/383-4166
Direct: 202/383-4425
Fax: 202/383-4018
email: bmaestri@nscorp.com

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FEB 23 2001

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Bruno Maestri
Vice President
Public Affairs

February 22, 2001



By Hand Delivery – Original and 25 Copies

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

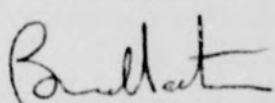
Re: STB Finance Docket No. 33388 (Service Date – July 23, 1998):
CSX and NS – Control and Acquisition of Conrail; **Certification of**
Norfolk Southern Compliance with Environmental Condition 8(A)

D

Dear Secretary Williams:

Enclosed please find twenty-five (25) hard copies and one electronic copy of Quarterly Report Number 10 for the subject environmental condition certifying compliance in accordance with STB Decision No. 89.

Yours very truly,


Bruno Maestri

Enclosure

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

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Office of the Secretary

FEB 23 2001

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SURFACE TRANSPORTATION BOARD
STB FINANCE DOCKET NO. 33388



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

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

Quarterly Report Number 10 for
Norfolk Southern Corporation and
Norfolk Southern Railway Company

February 22, 2001

CERTIFICATION OF PROJECT COMPLETION

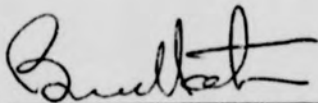
In accordance with Environmental Condition 8(A) set forth in Appendix Q to Decision No. 89 of the Surface Transportation Board in Docket No. 33388, Norfolk Southern Corporation and Norfolk Southern Railway Company ("Norfolk Southern") hereby certify that Norfolk Southern has complied with the requirements of Condition 8(A) with respect to the following locations:

State	Crossing Name, County and City	FRA ID	Rail Line Segment ID	Current Warning Device	Proposed Post-Acquisition Device	In Service Date
PA	Lucas Road, Springfield Township, Erie	471940M	N-070	Passive	Flashing Lights	10/25/00*
PA	Encks Mill Road, Cumberland, Mechanicsburg	592320H	N-091	Passive	Flashing Lights	09/28/00**

* Pursuant to STB Decision No. 156, served May 24, 2000, in Finance Docket No. 33388, the deadline for completion of the requirements of Condition 8(A) for the Lucas Road at-grade crossing was extended until August 22, 2001.

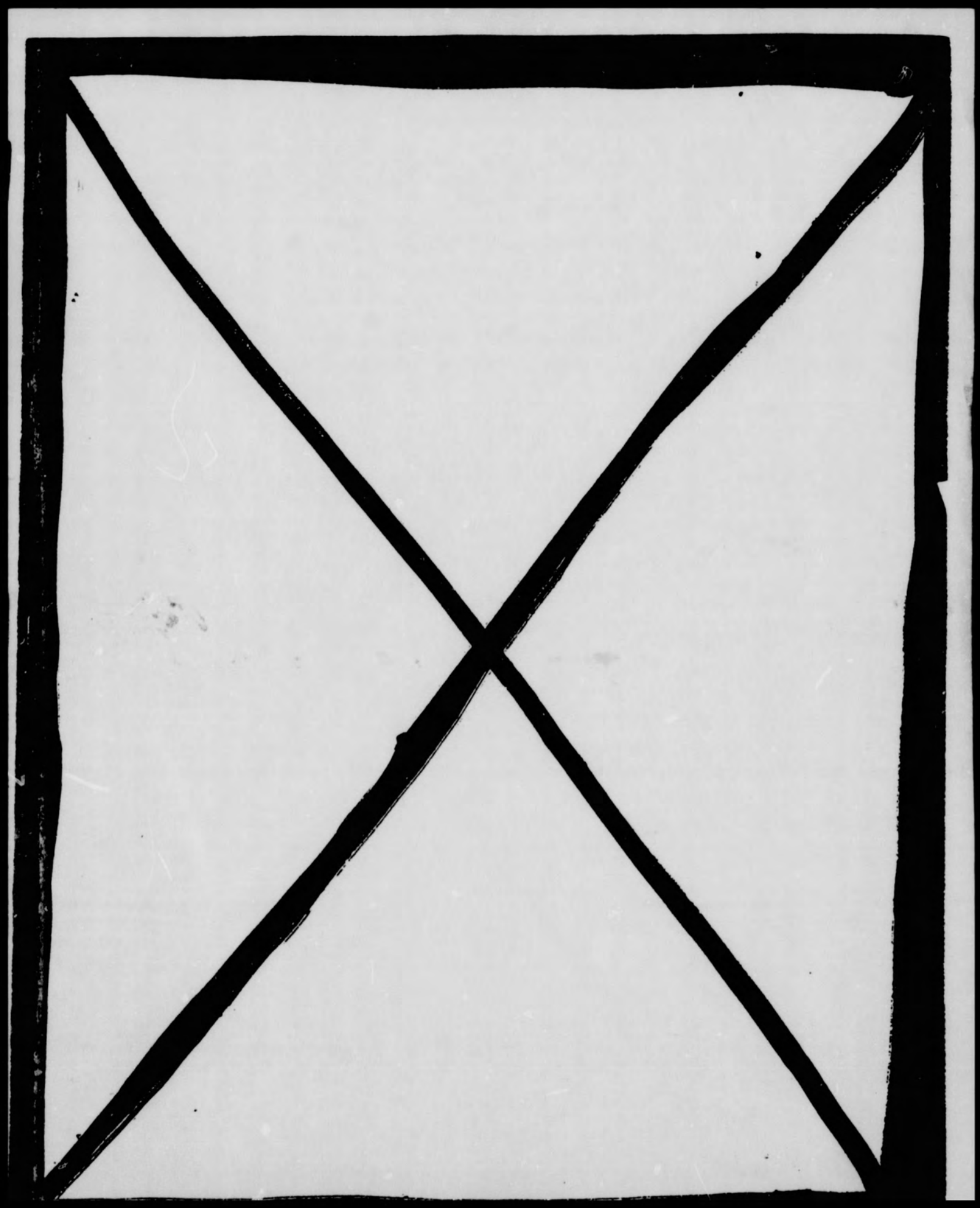
** Pursuant to STB Decision No. 168, served August 22, 2000, in Finance Docket No. 33388, the deadline for completion of the requirements of Condition 8(A) for the Encks Mill Road at-grade crossing was extended until February 22, 2001.

Certified by:



Bruno Maestri
Vice President
Public Affairs

Date: February 22, 2001



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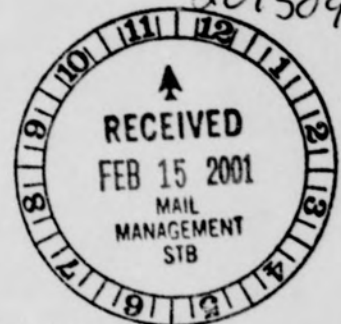
Memorandum

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Office of the Secretary

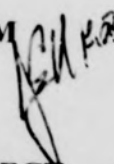
FEB 15 2001

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Public Record

DATE: February 15, 2001



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

FROM  Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

February 14, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, February 9th. Cars on-line improved from 245,077 to 244,605. Terminal dwell improved from 25.6 to 25.5 hours and train velocity improved from 21.4 to 21.6 miles-per-hour.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably two percentage points to 68%. The greater-than-six-hours-late category moved favorably five percentage points to 15%.

Yards and Terminals

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

Corridor Performance

Four of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 97%. Overall, the on-time-to-two-hours-late category moved favorably five percentage points to 81%, and the percent of trains in the greater-than-six-hours-late category move favorably two percentage points to 11%.

Shared Areas

Daily average on hand cars decreased at Pavonia and North Yard, and increased at Oak Island. Overall terminal dwell time was 29.9 hours, compared to 29.6 hours last week. For the week, there were a total of 70 trains delayed for CSXT and NS: 48 for crew, 8 for power, and 14 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 740 train starts, weekly train delay totaled 6 hours for Power and 31 hours for Crew. Delay hours for crew and power both decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.8% for the week, improving from 20.5% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 86%, up from 85% the prior week.

Daily Number of Recrews Required: Of 1886 crew starts, 48 (3%) were recrews, same as the prior week.

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

Locomotives: Gross Locomotives = 3834, Average Available = 3518, and Out-of-Service Ratio = 5.8%, down slightly from 5.9% the prior week.

Cars Offered in Interchange: averaged 197 cars daily, of which 11 were for the Norfolk Southern. Daily average and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh – Washington) and 97% for 90 MARC trains (West Virginia – Washington).

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

CSXT has established 18 key measures for the first quarter of this year. Last week we met the goal for 15 of those measures. Goals were met for personal injuries, cars on-line, overall velocity, merchandise train velocity, crews on duty over 12 hours, relief crews, hours of crew delay, car

dwell, right connection, on-time origin departure, on-time destination arrival, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out-of-service ratio.

Last week's service measurements for CSXT indicate continued fluidity in operations over the network. The cars on-line measure for last week (244,605) was the lowest since right after Split. The railroad is healthy and is well positioned to absorb increased volumes.

Sincerely,

L. L. Hayes
Director
Service Measurements

Surface Transportation Board Performance Measures

For the week ending:

02/09/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	451	337	563	452	501
	Cars On Hand - Empty	423	416	475	504	473
	Cars On Hand - Total	874	753	1035	956	974
	Cars Handled	542	376	616	605	727
	Dwell Hours	38.1	44.9	34.7	33.1	34.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	242	324	217	334	320
	Cars On Hand - Empty	251	274	248	285	275
	Cars On Hand - Total	493	598	465	619	595
	Cars Handled	316	464	365	376	370
	Dwell Hours	49.3	30.6	25.3	21.6	24.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	57	141	234	141	189
	Cars On Hand - Empty	151	128	110	149	134
	Cars On Hand - Total	208	269	344	290	323
	Cars Handled	276	229	415	253	335
	Dwell Hours	17.4	24.7	17.6	11.8	18.9

CSX Comments: Daily average on hand cars decreased at Pavonia and North Yard, and increased at Oak Island. Overall terminal dwell time was 29.9 hours, up from 29.6 hours last week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01
North Jersey SAA	Number of Originations	11	12	17	17	16
	% Ontime	27%	25%	41%	29%	56%
	% Late 0-2 Hours	45%	42%	35%	35%	31%
	% Late 2-4 Hours	9%	8%	6%	18%	6%
	% Late 4-6 Hours	9%	17%	6%	0%	0%
	% Late GT 6 Hours	9%	8%	12%	18%	6%
South Jersey SAA	Number of Originations	1	5	7	4	4
	% Ontime	0%	40%	14%	25%	50%
	% Late 0-2 Hours	100%	0%	14%	0%	0%
	% Late 2-4 Hours	0%	40%	0%	50%	50%
	% Late 4-6 Hours	0%	20%	57%	25%	0%
	% Late GT 6 Hours	0%	0%	14%	0%	0%
Detroit SAA	Number of Originations	5	4	5	5	5
	% Ontime	100%	50%	60%	40%	80%
	% Late 0-2 Hours	0%	25%	0%	20%	0%
	% Late 2-4 Hours	0%	25%	0%	0%	20%
	% Late 4-6 Hours	0%	0%	0%	40%	0%
	% Late GT 6 Hours	0%	0%	40%	0%	0%

CSX Comments: Total road train delays were 70 trains. Crew delays were 48 trains for 223 hours; power 8 trains for 41 hours; originating trains 14 for 71 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01	Average
Cars Offered	NS	0	0	28	0	28	11
	All Other	120	190	370	182	68	186
	Total	120	190	398	182	96	197

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	0%	0%	60%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	100%	100%	89%	94%	97%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	02/03/01	02/04/01	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01	Total
Baltimore	Train Crew Starts	22	16	14	21	17	21	19	130
	Crews Delayed +2 Hours	6	6	5	8	8	7	8	48
	% Delayed +2 Hours	27%	38%	36%	38%	47%	33%	42%	37%
Buffalo	Train Crew Starts	41	41	38	43	43	47	45	298
	Crews Delayed +2 Hours	14	4	7	6	7	12	7	57
	% Delayed +2 Hours	34%	10%	18%	14%	16%	26%	16%	19%
Chicago	Train Crew Starts	30	25	26	28	27	24	27	187
	Crews Delayed +2 Hours	5	7	7	5	3	7	2	36
	% Delayed +2 Hours	17%	28%	27%	18%	11%	29%	7%	19%
Cincinnati	Train Crew Starts	36	35	33	35	30	45	36	250
	Crews Delayed +2 Hours	2	2	3	2	1	3	2	15
	% Delayed +2 Hours	6%	6%	9%	6%	3%	7%	6%	6%
Cleveland	Train Crew Starts	22	24	21	20	22	18	20	147
	Crews Delayed +2 Hours	6	6	8	7	7	6	2	42
	% Delayed +2 Hours	27%	25%	38%	35%	32%	33%	10%	29%
Cumeroerland	Train Crew Starts	35	39	27	33	33	38	35	240
	Crews Delayed +2 Hours	2	0	1	0	6	2	3	14
	% Delayed +2 Hours	6%	0%	4%	0%	18%	5%	9%	6%
Detroit	Train Crew Starts	5	3	4	4	6	6	7	35
	Crews Delayed +2 Hours	1	0	2	1	2	2	2	10
	% Delayed +2 Hours	20%	0%	50%	25%	33%	33%	29%	29%
Philadelphia	Train Crew Starts	11	8	7	11	13	12	12	74
	Crews Delayed +2 Hours	3	0	3	5	1	1	3	16
	% Delayed +2 Hours	27%	0%	43%	45%	8%	8%	25%	22%
Selkirk	Train Crew Starts	42	43	33	42	40	45	43	288
	Crews Delayed +2 Hours	11	11	9	11	7	7	8	64
	% Delayed +2 Hours	26%	26%	27%	26%	18%	16%	19%	22%
Toledo	Train Crew Starts	31	28	21	22	26	27	27	182
	Crews Delayed +2 Hours	7	1	1	2	3	1	3	18
	% Delayed +2 Hours	23%	4%	5%	9%	12%	4%	11%	10%
Willard	Train Crew Starts	45	36	33	44	48	40	37	283
	Crews Delayed +2 Hours	8	7	12	14	6	6	6	59
	% Delayed +2 Hours	18%	19%	36%	32%	13%	15%	16%	21%

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

Surface Transportation Board Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	02/03/01	02/04/01	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01	Total
Train Delay	Originating Train Starts	111	97	95	102	115	109	111	740
	Delayed Hours - Power	3	0	0	0	2	1	0	6
	Delayed Hours - Crews	0	6	0	1	3	4	17	31

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	02/03/01	02/04/01	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01	Average
Crew Availability		86%	86%	87%	86%	88%	88%	84%	86%

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	02/03/01	02/04/01	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01	Total
Crews/Recrews	Train Crew Starts	275	346	232	260	261	255	257	1886
	Recrews	3	3	10	15	3	6	8	48
	% Recrewed	1%	1%	4%	6%	1%	2%	3%	3%

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

Surface Transportation Board Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	02/03/01	02/04/01	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01	Average
Locomotives	Gross Fleet Size	3866	3870	3858	3842	3810	3795	3800	3834
	Avg. Number Available	3548	3550	3526	3494	3483	3497	3528	3518
	OOS Ratio	5.8	6.3	5.7	6.0	5.8	5.6	5.3	5.8

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	02/03/01	02/04/01	02/05/01	02/06/01	02/07/01	02/08/01	02/09/01	Average
Train Delay	Philadelphia/South Jersey	5	2	4	2	4	4	3	3
	North Jersey	6	3	6	3	4	5	3	4
	Detroit	1	0	3	1	3	2	6	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

February 14, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending February 9, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.
February 14, 2001
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

February 15, 2001

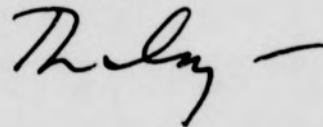
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

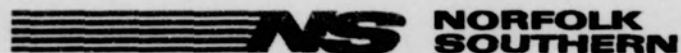
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 75 trains were held for terminal delays, 28 trains were held for crews, and 29 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Oak Island and decreased at Pavonia and North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power increased from last week. Forty-eight trains were delayed 223 hours for lack of crews and 8 trains were delayed 41 hours awaiting power. Fourteen originating trains were delayed a total of 71 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 62% of the delay hours reported in the SAAs.

Sincerely,

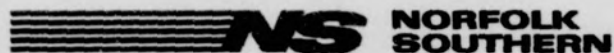




For the week ending 2/9/01

Shared Asset Area - Yard Performance

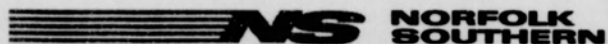
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	2/5/01	850	151	57	208	276	17.4
	2/6/01	850	128	141	269	229	24.7
	2/7/01	850	110	234	344	415	17.6
	2/8/01	850	149	141	290	253	11.8
	2/9/01	850	134	189	323	335	18.9
North Yard MI Average		850	134	152	287	302	18.0
Oak Island NJ	2/5/01	1200	423	451	874	542	38.1
	2/6/01	1200	416	337	753	376	44.9
	2/7/01	1200	475	563	1038	616	34.7
	2/8/01	1200	504	452	956	605	33.1
	2/9/01	1200	473	501	974	727	34.7
Oak Island NJ Average		1200	458	461	919	573	36.3
Pavonia NJ	2/5/01	900	251	242	493	316	49.3
	2/6/01	900	274	324	598	464	30.6
	2/7/01	900	248	217	465	365	25.3
	2/8/01	900	285	334	619	376	21.6
	2/9/01	900	275	320	595	370	24.4
Pavonia Average		900	267	287	554	378	29.7



For the week ending 2/9/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	2/5/01	5	100%	0%	0%	0%	0%
	2/6/01	4	50%	25%	25%	0%	0%
	2/7/01	5	60%	0%	0%	0%	40%
	2/8/01	5	40%	20%	0%	40%	0%
	2/9/01	5	80%	0%	20%	0%	0%
Detroit Total		24	67%	8%	8%	8%	8%
North Jersey Total	2/5/01	11	27%	45%	9%	9%	9%
	2/6/01	12	25%	42%	8%	17%	8%
	2/7/01	17	41%	35%	6%	6%	12%
	2/8/01	17	29%	35%	18%	0%	18%
	2/9/01	16	56%	31%	6%	0%	6%
North Jersey Total		73	37%	37%	10%	5%	11%
South Jersey Total	2/5/01	1	0%	100%	0%	0%	0%
	2/6/01	5	40%	0%	40%	20%	0%
	2/7/01	7	14%	14%	0%	57%	14%
	2/8/01	4	25%	0%	50%	25%	0%
	2/9/01	4	50%	0%	50%	0%	0%
South Jersey Total		21	29%	10%	29%	29%	5%
Grand Total		118	42%	26%	13%	10%	9%

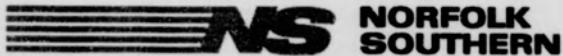


For the week ending 2/9/01

Shared Asset Area Trains Held

area	Sat 03-Feb	Sun 04-Feb	Mon 05-Feb	Tue 06-Feb	Wed 07-Feb	Thu 08-Feb	Fri 09-Feb	Grand Total
North Jersey	6	3	6	3	4	5	3	30
South Jersey	5	2	4	2	4	4	3	24
Detroit	1	0	3	1	3	2	6	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	39	39	56	65	81	280
other	0	0	0	0	0	0
Total	39	39	56	65	81	280

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

NS Northern Region Train Starts and Delays

	Saturday 3-Feb	Sunday 4-Feb	Monday 5-Feb	Tuesday 6-Feb	Wednesday 7-Feb	Thursday 8-Feb	Friday 9-Feb	Grand Total
# of Train Starts	164	161	160	160	167	175	176	1163
Delay Cause								
Crew Delays (hrs)	3.7	0.0	0.0	0.4	0.8	14.2	1.6	20.7
Power Delays (hrs)	78.1	15.3	0.0	5.8	24.8	7.3	6.3	137.4

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 3-Feb	Sunday 4-Feb	Monday 5-Feb	Tuesday 6-Feb	Wednesday 7-Feb	Thursday 8-Feb	Friday 9-Feb	average
Fleet Size	3395	3425	3421	3407	3410	3406	3386	3407
available	3204	3205	3206	3207	3208	3209	3210	3207
out of service %	5.6%	6.4%	6.3%	5.9%	5.9%	5.8%	5.2%	5.9%

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



NS Crew Starts and Delays

		Saturday 3-Feb	Sunday 4-Feb	Monday 5-Feb	Tuesday 6-Feb	Wednesday 7-Feb	Thursday 8-Feb	Friday 9-Feb	Grand Total
Allentown	crew starts	10	12	15	12	16	17	14	96
	crews delayed	3	4	7	3	6	5	5	33
Bellevue	crew starts	38	39	35	30	38	34	38	252
	crews delayed	10	7	3	6	9	6	5	46
Buffalo	crew starts	24	16	16	28	21	25	22	152
	crews delayed	6	3	1	4	1	4	2	21
Chicago	crew starts	35	30	37	30	39	40	31	238
	crews delayed	13	11	8	11	16	15	9	83
Cincinnati	crew starts	33	42	32	35	38	36	39	255
	crews delayed	4	11	5	5	4	3	8	40
Cleveland	crew starts	10	11	12	8	9	12	10	72
	crews delayed	2	3	3	1	4	4	7	24
Conway	crew starts	53	52	49	48	48	53	66	369
	crews delayed	15	14	19	12	16	15	15	106
Detroit	crew starts	18	13	20	20	23	15	21	130
	crews delayed	4	4	3	5	10	3	8	37
Elkhart	crew starts	36	44	32	37	40	38	33	260
	crews delayed	10	20	15	15	13	15	9	97
Harrisburg	crew starts	54	51	40	50	58	58	61	372
	crews delayed	25	15	11	9	19	17	20	116
Toledo	crew starts	57	55	44	59	53	48	57	373
	crews delayed	11	12	8	14	14	9	14	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

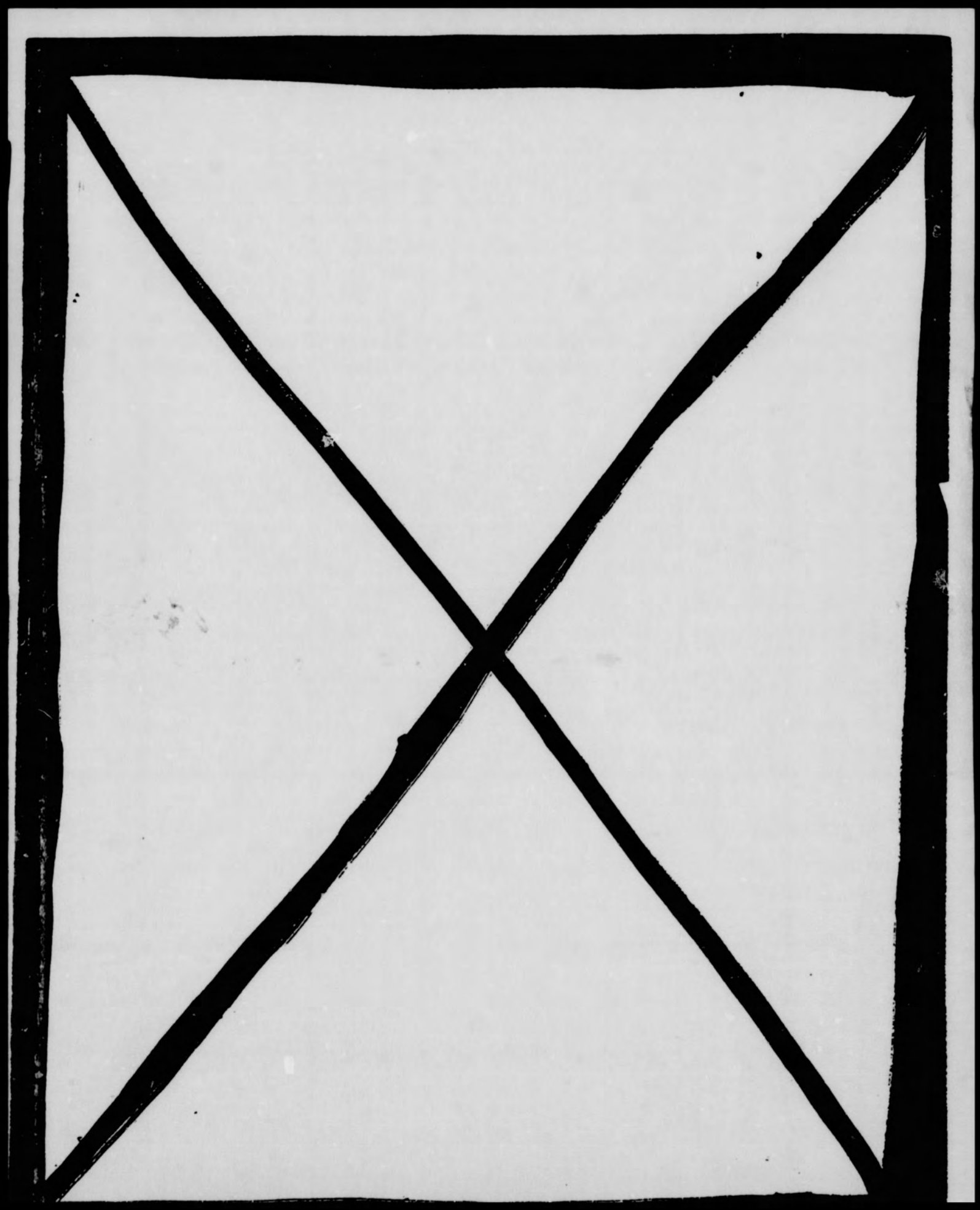
	Saturday 3-Feb	Sunday 4-Feb	Monday 5-Feb	Tuesday 6-Feb	Wednesday 7-Feb	Thursday 8-Feb	Friday 9-Feb	average
availability%	80%	82%	82%	83%	82%	82%	82%	82%

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

NS Northern Region Crew Starts and Recrews

	Saturday 3-Feb	Sunday 4-Feb	Monday 5-Feb	Tuesday 6-Feb	Wednesday 7-Feb	Thursday 8-Feb	Friday 9-Feb	Grand Total
crew starts	318	305	265	307	309	319	333	2156
recrews	10	6	5	8	8	11	17	65

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

2-8-01

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201470

Memorandum



DATE: February 8, 2001

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

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

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

ENTERED
Office of the Secretary

FEB - 8 2001

Part of
Public Record

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

February 7, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, February 2nd. Cars on-line improved almost 2000 cars from 246,961 to 245,077. Terminal dwell improved from 25.8 to 25.6 hours and train velocity improved from 21.0 to 21.4 miles-per-hour.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably four percentage points to 70%. The greater-than-six-hours-late category moved unfavorably one percentage point to 20%.

Yards and Terminals

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

Corridor Performance

Five of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 100%. Overall, the on-time-to-two-hours-late category moved favorably three percentage points to 76%, and the percent of trains in the greater-than-six-hours-late category remained flat at 13%.

Shared Areas

Daily average on hand cars increased at Pavonia and North Yard, and decreased at Oak Island. Overall terminal dwell time was 29.6 hours, compared to 31.7 hours last week. For the week, there were a total of 53 trains delayed for CSXT and NS: 32 for crew, 3 for power, and 18 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 741 train starts, weekly train delay totaled 20 hours for Power and 32 hours for Crew. Delay hours for crew increased, and delay hours for power decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 20.5% for the week, improving from 25.7% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 85%, down from 87% the prior week.

Daily Number of Recrews Required: Of 1829 crew starts, 48 (3%) were recrews, up from 2% the prior week.

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

Locomotives: Gross Locomotives = 3822, Average Available = 3551, and Out-of-Service Ratio = 5.9%, up slightly from 5.8% the prior week.

Cars Offered in Interchange: averaged 139 cars daily, of which 1 was allocated to Norfolk Southern. Daily average and the NS average decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh – Washington) and 98% for 90 MARC trains (West Virginia – Washington).

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

CSXT has established 18 key measures for the first quarter of this year. Last week we met the goal for 16 of those measures. Goals were met for personal injuries, derailments, cars on-line, overall velocity, merchandise train velocity, crews on duty over 12 hours, relief crews, hours of crew delay,

car dwell, right connection, on-time origin departure, on-time destination arrival, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out-of-service ratio.

Last week's service measurements for CSXT indicate continued fluidity in operations over the network. The railroad is healthy and is well positioned to absorb increased volumes.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board Performance Measures

For the week ending:

02/02/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	321	416	415	331	335
	Cars On Hand - Empty	389	348	404	457	540
	Cars On Hand - Total	710	764	819	788	875
	Cars Handled	540	442	614	637	604
	Dwell Hours	45.8	34.5	35.9	31.5	30.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	302	301	351	378	229
	Cars On Hand - Empty	264	381	239	285	259
	Cars On Hand - Total	566	682	590	663	488
	Cars Handled	365	709	360	608	358
	Dwell Hours	46.0	26.1	24.7	16.2	32.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	125	193	203	176	57
	Cars On Hand - Empty	72	119	195	217	151
	Cars On Hand - Total	197	312	398	393	208
	Cars Handled	207	252	289	262	275
	Dwell Hours	26.7	20.0	21.5	15.2	21.6

CSX Comments: Daily average on hand cars increased at Pavonia and North Yard, and decreased at Oak Island. Overall terminal dwell time was 29.6 hours, down from 31.7 hours last week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01
North Jersey SAA	Number of Originations	11	14	17	15	17
	% Ontime	64%	50%	47%	33%	41%
	% Late 0-2 Hours	9%	21%	29%	33%	24%
	% Late 2-4 Hours	18%	14%	6%	13%	12%
	% Late 4-6 Hours	0%	0%	6%	7%	12%
	% Late GT 6 Hours	9%	14%	12%	13%	12%
South Jersey SAA	Number of Originations	2	5	7	6	5
	% Ontime	50%	40%	29%	50%	40%
	% Late 0-2 Hours	0%	0%	0%	0%	20%
	% Late 2-4 Hours	0%	0%	14%	50%	20%
	% Late 4-6 Hours	50%	40%	43%	0%	20%
	% Late GT 6 Hours	0%	20%	14%	0%	0%
Detroit SAA	Number of Originations	3	5	5	5	5
	% Ontime	100%	60%	100%	40%	60%
	% Late 0-2 Hours	0%	40%	0%	40%	40%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	20%	0%

CSX Comments: Total road train delays were 53 trains. Crew delays were 32 trains for 157 hours; power 3 trains for 4 hours; originating trains 18 for 88 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01	Average
Cars Offered	NS	0	0	3	0	0	1
	All Other	220	106	121	161	84	138
	Total	220	106	124	161	84	139

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	50%	100%	90%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	100%	94%	94%	100%	98%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	01/27/01	01/28/01	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01	Total
Baltimore	Train Crew Starts	18	11	10	19	20	23	16	117
	Crews Delayed +2 Hours	7	3	3	9	7	5	4	38
	% Delayed +2 Hours	39%	27%	30%	47%	35%	22%	25%	32%
Buffalo	Train Crew Starts	43	40	36	44	49	44	46	302
	Crews Delayed +2 Hours	7	8	9	5	6	7	7	49
	% Delayed +2 Hours	16%	20%	25%	11%	12%	16%	15%	16%
Chicago	Train Crew Starts	24	24	27	30	27	29	20	181
	Crews Delayed +2 Hours	3	3	6	9	7	9	8	45
	% Delayed +2 Hours	13%	13%	22%	30%	26%	31%	40%	25%
Cincinnati	Train Crew Starts	32	36	39	35	33	42	39	256
	Crews Delayed +2 Hours	1	1	2	3	0	2	2	11
	% Delayed +2 Hours	3%	3%	5%	9%	0%	5%	5%	4%
Cleveland	Train Crew Starts	26	30	27	23	28	24	20	178
	Crews Delayed +2 Hours	8	12	5	5	5	8	7	50
	% Delayed +2 Hours	31%	40%	19%	22%	18%	33%	35%	28%
Cumberland	Train Crew Starts	35	39	35	32	33	36	35	245
	Crews Delayed +2 Hours	15	14	6	2	1	4	2	44
	% Delayed +2 Hours	43%	36%	17%	6%	3%	11%	6%	18%
Detroit	Train Crew Starts	5	3	5	4	4	6	6	33
	Crews Delayed +2 Hours	1	0	0	1	2	2	2	8
	% Delayed +2 Hours	20%	0%	0%	25%	50%	33%	33%	24%
Philadelphia	Train Crew Starts	14	9	8	11	13	13	13	81
	Crews Delayed +2 Hours	4	0	1	2	2	0	1	10
	% Delayed +2 Hours	29%	0%	13%	18%	15%	0%	8%	12%
Selkirk	Train Crew Starts	43	40	29	41	44	44	44	285
	Crews Delayed +2 Hours	15	9	10	7	6	9	4	60
	% Delayed +2 Hours	35%	23%	34%	17%	14%	20%	9%	21%
Toledo	Train Crew Starts	24	22	26	27	22	24	27	172
	Crews Delayed +2 Hours	6	1	6	1	2	3	5	24
	% Delayed +2 Hours	25%	5%	23%	4%	9%	13%	19%	14%
Willard	Train Crew Starts	41	39	40	45	46	45	41	297
	Crews Delayed +2 Hours	19	8	12	7	11	11	8	76
	% Delayed +2 Hours	46%	21%	30%	16%	24%	24%	20%	26%

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

Surface Transportation Board Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	01/27/01	01/28/01	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01	Total
Train Delay	Originating Train Starts	104	114	98	98	117	106	104	741
	Delayed Hours - Power	0	0	0	3	7	3	7	20
	Delayed Hours - Crews	0	11	5	12	2	2	0	32

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	01/27/01	01/28/01	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01	Average
Crew Availability		85%	84%	83%	85%	87%	87%	86%	85%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	01/27/01	01/28/01	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01	Total
Crews/Recrews	Train Crew Starts	274	264	218	260	276	267	270	1829
	Recrews	7	6	3	6	10	7	9	48
	% Recrewed	3%	2%	1%	2%	4%	3%	3%	3%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	01/27/01	01/28/01	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01	Average

Locomotives	Gross Fleet Size	3788	3782	3794	3827	3837	3850	3877	3822
	Avg. Number Available	3745	3490	3486	3506	3538	3512	3582	3551
	OOS Ratio	6.0	6.2	5.9	6.1	5.9	5.8	5.6	5.9

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	01/27/01	01/28/01	01/29/01	01/30/01	01/31/01	02/01/01	02/02/01	Average

Train Delay	Philadelphia/South Jersey	1	3	2	2	2	4	6	3
	North Jersey	6	5	2	3	2	3	3	3
	Detroit	1	4	1	0	2	1	0	1

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

George A. Aspatore
General Solicitor

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

February 7, 2001

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

Dear Mr. Clemens:

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

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. 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.
February 7, 2001
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

February 7, 2001

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

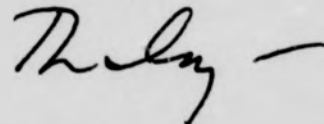
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 70 trains were held for terminal delays, 22 trains were held for crews, and 19 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume decreased at Oak Island and increased at North Yard and Favonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. Thirty-two trains were delayed 157 hours for lack of crews and 3 trains were delayed for 4 hours awaiting power. Eighteen originating trains were delayed a total of 88 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 54% of the delay hours reported in the SAAs.

Sincerely,





For the week ending 2/2/01

Shared Asset Area - Yard Performance

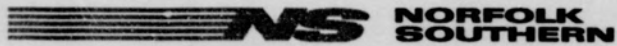
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	1/29/01	850	72	125	197	207	26.7
	1/30/01	850	119	193	312	252	20.0
	1/31/01	850	195	203	398	289	21.5
	2/1/01	850	217	176	393	262	15.2
	2/2/01	850	151	57	208	275	21.6
North Yard MI Average		850	151	151	302	257	20.8
Oak Island NJ	1/29/01	1200	389	321	710	540	45.8
	1/30/01	1200	348	416	764	442	34.5
	1/31/01	1200	404	415	819	614	35.9
	2/1/01	1200	457	331	788	637	31.5
	2/2/01	1200	540	335	875	604	30.7
Oak Island NJ Average		1200	428	364	791	567	35.5
Pavonia NJ	1/29/01	900	264	302	566	365	46.0
	1/30/01	900	381	301	682	709	26.1
	1/31/01	900	239	351	590	360	24.7
	2/1/01	900	285	378	663	608	16.2
	2/2/01	900	259	229	488	358	32.9
Pavonia Average		900	286	312	598	480	27.4



For the week ending 2/2/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	1/29/01	3	100%	0%	0%	0%	0%
	1/30/01	5	60%	40%	0%	0%	0%
	1/31/01	5	100%	0%	0%	0%	0%
	2/1/01	5	40%	40%	0%	0%	20%
	2/2/01	5	60%	40%	0%	0%	0%
Detroit Total		23	70%	26%	0%	0%	4%
North Jersey Total	1/29/01	11	64%	9%	18%	0%	9%
	1/30/01	14	50%	21%	14%	0%	14%
	1/31/01	17	47%	29%	6%	6%	12%
	2/1/01	15	33%	33%	13%	7%	13%
	2/2/01	17	41%	24%	12%	12%	12%
North Jersey Total		74	46%	24%	12%	5%	12%
South Jersey Total	1/29/01	2	50%	0%	0%	50%	0%
	1/30/01	5	40%	0%	0%	40%	20%
	1/31/01	7	29%	0%	14%	43%	14%
	2/1/01	6	50%	0%	50%	0%	0%
	2/2/01	5	40%	20%	20%	20%	0%
South Jersey Total		25	40%	4%	20%	28%	8%
Grand Total		122	49%	20%	11%	9%	10%



For the week ending 2/2/01

Shared Asset Area Trains Held

area	Sat 27-Jan	Sun 28-Jan	Mon 29-Jan	Tue 30-Jan	Wed 31-Jan	Thu 01-Feb	Fri 02-Feb	Grand Total
North Jersey	6	5	2	3	2	3	3	24
South Jersey	1	3	2	2	2	4	6	20
Detroit	1	4	1	0	2	1	0	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	107	99	52	24	93	375
other	103	82	22	62	0	269
Total	210	181	74	86	93	644

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

NS acquired territory only

NS Northern Region Train Starts and Delays

	Saturday 27-Jan	Sunday 28-Jan	Monday 29-Jan	Tuesday 30-Jan	Wednesday 31-Jan	Thursday 1-Feb	Friday 2-Feb	Grand Total
# of Train Starts	165	145	147	168	181	174	180	1160
Delay Cause								
Crew Delays (hrs)	4.0	1.1	0.0	4.5	21.7	0.0	3.2	34.5
Power Delays (hrs)	42.1	60.0	0.0	48.9	71.4	66.7	57.0	356.1

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 27-Jan	Sunday 28-Jan	Monday 29-Jan	Tuesday 30-Jan	Wednesday 31-Jan	Thursday 1-Feb	Friday 2-Feb	average
Fleet Size	3396	3394	3415	3413	3392	3428	3406	3406
available	3197	3198	3199	3200	3201	3202	3203	3200
out of service %	5.9%	5.8%	6.3%	6.2%	5.6%	6.6%	6.0%	6.1%

Snapshot taken at midnight

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



**NORFOLK
SOUTHERN**

NS Crew Starts and Delays

		Saturday 27-Jan	Sunday 28-Jan	Monday 29-Jan	Tuesday 30-Jan	Wednesday 31-Jan	Thursday 1-Feb	Friday 2-Feb	Grand Total
Allentown	crew starts	12	10	14	17	17	13	19	102
	crews delayed	3	4	5	4	4	4	6	30
Bellevue	crew starts	38	32	34	35	40	41	36	256
	crews delayed	12	6	10	6	13	7	11	65
Buffalo	crew starts	22	17	18	20	25	22	22	146
	crews delayed	4	0	1	3	5	0	3	16
Chicago	crew starts	31	32	34	27	39	36	29	228
	crews delayed	12	13	10	11	17	13	14	90
Cincinnati	crew starts	38	34	31	34	36	37	39	249
	crews delayed	8	4	4	5	5	5	10	41
Cleveland	crew starts	9	7	11	12	7	10	11	70
	crews delayed	2	2	4	5	3	1	5	22
Conway	crew starts	54	47	43	49	50	55	61	359
	crews delayed	16	14	17	15	16	21	15	114
Detroit	crew starts	17	12	21	19	19	19	22	129
	crews delayed	5	4	7	2	5	9	7	39
Elkhart	crew starts	35	43	25	32	35	41	32	243
	crews delayed	13	18	10	15	15	22	12	105
Harrisburg	crew starts	58	48	44	49	57	55	56	367
	crews delayed	20	17	14	13	14	13	22	113
Toledo	crew starts	58	50	44	52	52	54	54	364
	crews delayed	10	13	11	14	14	13	13	88

Notes:

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

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

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

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 27-Jan	Sunday 28-Jan	Monday 29-Jan	Tuesday 30-Jan	Wednesday 31-Jan	Thursday 1-Feb	Friday 2-Feb	average
availability%	82%	78%	77%	82%	84%	84%	84%	82%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 27-Jan	Sunday 28-Jan	Monday 29-Jan	Tuesday 30-Jan	Wednesday 31-Jan	Thursday 1-Feb	Friday 2-Feb	Grand Total
crew starts	311	275	250	288	321	324	326	2095
recrews	17	8	4	10	9	10	8	66

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

2-1-01

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201443


SURFACE TRANSPORTATION BOARD

Memorandum



DATE: February 1, 2001

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

FROM  Mel Clemens, Director
Office of Compliance and Enforcement

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

ENTERED
Office of the Secretary

FEB -1 2001

Part of
Public Record

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

January 31, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, January 26th. Cars on-line improved from 247,392 to 246,961 cars. Terminal dwell and train velocity remained essentially flat. Dwell for the week was 25.8 hours versus 25.4 last week, and train velocity was 21.0 miles-per-hour versus 21.4 last week.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago remained the same as last week at 66%. The greater-than-six-hours-late category moved unfavorably five percentage points to 19%.

Yards and Terminals

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

Corridor Performance

Two of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 94%. Overall, the on-time-to-two-hours-late category moved unfavorably three percentage points to 73%, and the percent of trains in the greater-than-six-hours-late category moved favorably one percentage point to 13%.

Shared Areas

Daily average on hand cars increased at Oak Island and North Yard, and decreased at Pavonia. Overall terminal dwell time was 31.7 hours, compared to 31.5 hours last week. For the week, there were a total of 66 trains delayed for CSXT and NS: 37 for crew, 6 for power, and 23 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 755 train starts, weekly train delay totaled 46 hours for Power and 5 hours for Crew. Delay hours for power increased, and delay hours for crew decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 25.7% for the week, up from 23.8% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 87%, up from 85% the prior week.

Daily Number of Recrews Required: Of 1808 crew starts, 38 (2%) were recrews, the same as the prior week.

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

Locomotives: Gross Locomotives = 3805, Average Available = 3495, and Out-of-Service Ratio = 5.8%, up from 5.2% the prior week.

Cars Offered in Interchange: averaged 262 cars daily, of which 29 were allocated to Norfolk Southern. Daily average decreased, and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 50% for 10 AMTRAK trains (Pittsburgh – Washington) and 81% for 89 MARC trains (West Virginia – Washington). On two days of the reporting period, there were signal outages on this route. Winter weather also caused frozen switches on the Keystone and Cumberland subdivisions. Finally, train Q375 stalled between Cumberland and Connellsville, causing significant traffic back-ups.

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

CSXT has established 18 key measures for the first quarter of this year. Last week we met the goal for 15 of those measures. Goals were met for cars on-line, overall velocity, merchandise train velocity, slow orders, crews on duty over 12 hours, relief crews, hours of crew delay, car dwell,

right connection, on-time origin departure, on-time destination arrival, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out-of-service ratio.

Last week's service measurements for CSXT indicate continued fluidity in operations over the network. The railroad is healthy and is well positioned to absorb increased volumes.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board **Performance Measures**

For the week ending: 01/26/01

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	454	336	468	491	415
	Cars On Hand - Empty	428	364	453	536	531
	Cars On Hand - Total	882	700	927	1027	946
	Cars Handled	537	380	669	660	547
	Dwell Hours	46.2	41.9	36.0	29.5	35.0
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	277	272	323	313	240
	Cars On Hand - Empty	293	219	354	233	279
	Cars On Hand - Total	570	491	677	546	519
	Cars Handled	397	269	646	267	439
	Dwell Hours	61.3	26.7	22.3	27.3	25.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	78	144	170	172	237
	Cars On Hand - Empty	57	205	116	146	136
	Cars On Hand - Total	135	349	286	318	373
	Cars Handled	178	279	206	221	323
	Dwell Hours	11.0	24.2	21.1	24.4	14.9

CSX Comments: Daily average on hand cars increased at Oak Island and North Yard, and decreased at Pavonia. Overall terminal dwell time was 31.7 hours, up slightly from 31.5 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01
North Jersey SAA	Number of Originations	9	15	17	17	16
	% Ontime	22%	33%	41%	24%	31%
	% Late 0-2 Hours	44%	33%	18%	41%	19%
	% Late 2-4 Hours	22%	13%	6%	12%	31%
	% Late 4-6 Hours	0%	7%	18%	6%	0%
	% Late GT 6 Hours	11%	13%	18%	18%	19%
South Jersey SAA	Number of Originations	1	6	5	5	5
	% Ontime	100%	50%	40%	40%	40%
	% Late 0-2 Hours	0%	17%	0%	0%	0%
	% Late 2-4 Hours	0%	17%	40%	20%	20%
	% Late 4-6 Hours	0%	17%	20%	40%	20%
	% Late GT 6 Hours	0%	0%	0%	0%	20%
Detroit SAA	Number of Originations	4	5	5	5	5
	% Ontime	75%	60%	80%	60%	60%
	% Late 0-2 Hours	25%	40%	20%	40%	40%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 66 trains. Crew delays were 37 trains for 218 hours; power 6 trains for 51 hours; originating trains 23 for 201 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01	Average
Cars Offered	NS	9	0	0	66	70	29
	All Other	361	342	161	65	237	233
	Total	370	342	161	131	307	262

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	0%	100%	50%	0%	50%
MARC	Trains	18	18	18	18	17	89
	% On Time	39%	89%	94%	100%	82%	81%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	01/20/01	01/21/01	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01	Total
Baltimore	Train Crew Starts	19	14	15	15	18	23	21	125
	Crews Delayed +2 Hours	4	11	8	5	6	8	11	53
	% Delayed +2 Hours	21%	79%	53%	33%	33%	35%	52%	42%
Buffalo	Train Crew Starts	41	36	41	43	44	42	53	300
	Crews Delayed +2 Hours	8	6	7	5	8	8	15	57
	% Delayed +2 Hours	20%	17%	17%	12%	18%	19%	28%	19%
Chicago	Train Crew Starts	25	25	26	29	27	23	25	180
	Crews Delayed +2 Hours	4	13	8	4	5	6	9	49
	% Delayed +2 Hours	16%	52%	31%	14%	19%	26%	36%	27%
Cincinnati	Train Crew Starts	39	35	35	32	34	38	37	250
	Crews Delayed +2 Hours	0	3	2	2	2	4	5	18
	% Delayed +2 Hours	0%	9%	6%	6%	6%	11%	14%	7%
Cleveland	Train Crew Starts	26	25	29	16	27	24	26	173
	Crews Delayed +2 Hours	7	11	6	5	9	8	13	59
	% Delayed +2 Hours	27%	44%	21%	31%	33%	33%	50%	34%
Cumberland	Train Crew Starts	33	24	28	28	34	33	28	208
	Crews Delayed +2 Hours	8	14	8	11	10	7	7	65
	% Delayed +2 Hours	24%	58%	29%	39%	29%	21%	25%	31%
Detroit	Train Crew Starts	7	2	5	4	4	6	5	33
	Crews Delayed +2 Hours	3	1	1	1	1	2	1	10
	% Delayed +2 Hours	43%	50%	20%	25%	25%	33%	20%	30%
Philadelphia	Train Crew Starts	9	11	9	10	10	156	11	216
	Crews Delayed +2 Hours	2	5	0	1	1	3	3	15
	% Delayed +2 Hours	22%	45%	0%	10%	10%	20%	27%	7%
Selkirk	Train Crew Starts	43	39	33	39	43	45	43	285
	Crews Delayed +2 Hours	15	11	14	7	11	9	10	77
	% Delayed +2 Hours	35%	28%	42%	18%	26%	20%	23%	27%
Toledo	Train Crew Starts	25	32	25	23	18	24	24	171
	Crews Delayed +2 Hours	3	7	5	5	3	7	3	33
	% Delayed +2 Hours	12%	22%	20%	22%	17%	29%	13%	19%
Willard	Train Crew Starts	43	42	41	40	42	46	44	298
	Crews Delayed +2 Hours	7	6	9	5	7	15	11	60
	% Delayed +2 Hours	16%	14%	22%	13%	17%	33%	25%	20%

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

Surface Transportation Board Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	01/20/01	01/21/01	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01	Total
Train Delay	Originating Train Starts	108	109	95	102	107	109	125	755
	Delayed Hours - Power	13	5	0	0	8	15	5	46
	Delayed Hours - Crews	0	0	0	0	0	5	0	5

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	01/20/01	01/21/01	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01	Average
Crew Availability		86%	85%	86%	88%	88%	88%	86%	87%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	01/20/01	01/21/01	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01	Total
Crews/Recrews	Train Crew Starts	261	239	234	262	268	266	278	1808
	Recrews	4	6	5	5	8	2	8	38
	% Recrewed	2%	3%	2%	2%	3%	1%	3%	2%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	01/20/01	01/21/01	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01	Average
Locomotives	Gross Fleet Size	3807	3773	3798	3801	3832	3822	3802	3805
	Avg. Number Available	3495	3472	3490	3495	3502	3506	3502	3495
	OOS Ratio	5.5	5.8	5.9	5.8	6.0	6.0	5.8	5.8

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	01/20/01	01/21/01	01/22/01	01/23/01	01/24/01	01/25/01	01/26/01	Average
Train Delay	Philadelphia/South Jersey	3	5	5	3	2	5	4	4
	North Jersey	5	5	4	3	2	7	7	5
	Detroit	1	1	1	1	1	1	0	1

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

George A. Aspatore
General Solicitor

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

January 31, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending January 26, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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.
January 31, 2001
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

January 31, 2001

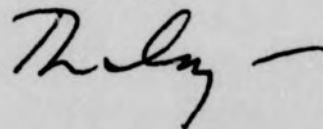
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

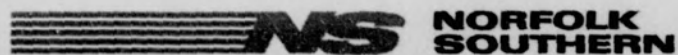
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 74 trains were held for terminal delays, 12 trains were held for crews, and 17 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Oak Island and North Yard and decreased at Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power increased from last week, due primarily to a day of data that was unavailable last week and is included in this week's delay figures. Thirty-seven trains were delayed 218 hours for lack of crews and 6 trains were delayed 51 hours awaiting power. Twenty-three originating trains were delayed a total of 201 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 71% of the delay hours reported in the SAAs.

Sincerely,

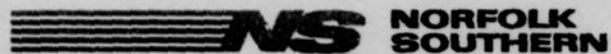




For the week ending 1/26/01

Shared Asset Area - Yard Performance

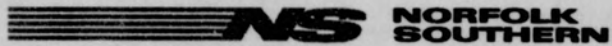
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	1/22/01	850	57	78	135	178	11.0
	1/23/01	850	205	144	349	279	24.2
	1/24/01	850	116	170	286	206	21.1
	1/25/01	850	146	172	318	221	24.4
	1/26/01	850	136	237	373	323	14.9
North Yard MI Average		850	132	160	292	241	19.3
Oak Island NJ	1/22/01	1200	428	454	882	537	46.2
	1/23/01	1200	364	336	700	380	41.9
	1/24/01	1200	459	468	927	669	36.0
	1/25/01	1200	536	491	1027	660	29.5
	1/26/01	1200	531	415	946	547	35.0
Oak Island NJ Average		1200	464	433	896	559	37.0
Pavonia NJ	1/22/01	900	293	277	570	397	61.3
	1/23/01	900	219	272	491	269	26.7
	1/24/01	900	354	323	677	646	22.3
	1/25/01	900	233	313	546	267	27.3
	1/26/01	900	279	240	519	439	25.4
Pavonia Average		900	276	285	561	404	31.9



For the week ending 1/26/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	1/22/01	4	75%	25%	0%	0%	0%
	1/23/01	5	60%	40%	0%	0%	0%
	1/24/01	5	80%	20%	0%	0%	0%
	1/25/01	5	60%	40%	0%	0%	0%
	1/26/01	5	60%	40%	0%	0%	0%
Detroit Total		24	67%	33%	0%	0%	0%
North Jersey Total	1/22/01	9	22%	44%	22%	0%	11%
	1/23/01	15	33%	33%	13%	7%	13%
	1/24/01	17	41%	18%	6%	18%	18%
	1/25/01	17	24%	41%	12%	6%	18%
	1/26/01	16	31%	19%	31%	0%	19%
North Jersey Total		74	31%	30%	16%	7%	16%
South Jersey Total	1/22/01	1	100%	0%	0%	0%	0%
	1/23/01	6	50%	17%	17%	17%	0%
	1/24/01	5	40%	0%	40%	20%	0%
	1/25/01	5	40%	0%	20%	40%	0%
	1/26/01	5	40%	0%	20%	20%	20%
South Jersey Total		22	45%	5%	23%	23%	5%
Grand Total		120	41%	26%	14%	8%	11%

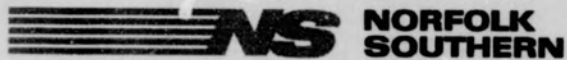


For the week ending 1/26/01

Shared Asset Area Trains Held

area	Sat 20-Jan	Sun 21-Jan	Mon 22-Jan	Tue 23-Jan	Wed 24-Jan	Thu 25-Jan	Fri 26-Jan	Grand Total
North Jersey	5	5	4	3	2	7	7	33
South Jersey	3	5	5	3	2	5	4	27
Detroit	1	1	1	1	1	1	0	6

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	96	171	124	55	111	557
other	63	0	7	16	0	86
Total	159	171	131	71	111	643

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

NS Northern Region Train Starts and Delays

	Saturday 20-Jan	Sunday 21-Jan	Monday 22-Jan	Tuesday 23-Jan	Wednesday 24-Jan	Thursday 25-Jan	Friday 26-Jan	Grand Total
# of Train Starts	169	149	164	159	175	177	166	1159
Delay Cause								
Crew Delays (hrs)	3.5	6.0	0.0	0.0	1.3	20.3	5.6	36.7
Power Delays (hrs)	53.3	26.5	0.0	26.4	21.1	61.6	70.0	258.8

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 20-Jan	Sunday 21-Jan	Monday 22-Jan	Tuesday 23-Jan	Wednesday 24-Jan	Thursday 25-Jan	Friday 26-Jan	average
Fleet Size	3387	3400	3399	3423	3381	3383	3382	3394
available	3190	3191	3192	3193	3194	3195	3196	3193
out of service %	5.8%	6.1%	6.1%	6.7%	5.5%	5.5%	5.5%	5.9%

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



NS Crew Starts and Delays

		Saturday 20-Jan	Sunday 21-Jan	Monday 22-Jan	Tuesday 23-Jan	Wednesday 24-Jan	Thursday 25-Jan	Friday 26-Jan	Grand Total
Allentown	crew starts	10	14	14	18	13	18	17	104
	crews delayed	5	4	5	7	4	7	6	38
Bellevue	crew starts	40	28	23	40	40	43	33	247
	crews delayed	10	7	7	9	12	10	8	63
Buffalo	crew starts	22	20	21	20	20	20	20	143
	crews delayed	2	3	6	3	2	2	2	20
Chicago	crew starts	32	38	33	35	35	35	33	241
	crews delayed	18	14	11	13	12	17	6	91
Cincinnati	crew starts	34	40	28	37	35	34	35	243
	crews delayed	10	8	5	9	9	7	4	52
Cleveland	crew starts	14	14	9	12	9	10	9	77
	crews delayed	6	5	1	7	4	5	2	30
Conway	crew starts	52	51	48	49	54	58	60	372
	crews delayed	17	25	22	18	21	17	18	138
Detroit	crew starts	19	12	19	18	19	14	24	125
	crews delayed	7	1	12	5	3	3	9	40
Elkhart	crew starts	38	39	34	34	36	31	33	245
	crews delayed	14	17	17	13	13	15	19	108
Harrisburg	crew starts	52	42	46	51	50	60	58	359
	crews delayed	23	19	16	14	18	23	23	136
Toledo	crew starts	51	52	47	46	50	58	33	337
	crews delayed	10	14	15	15	18	11	13	96

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

NS Northern Region Daily Crew Availability Percentage

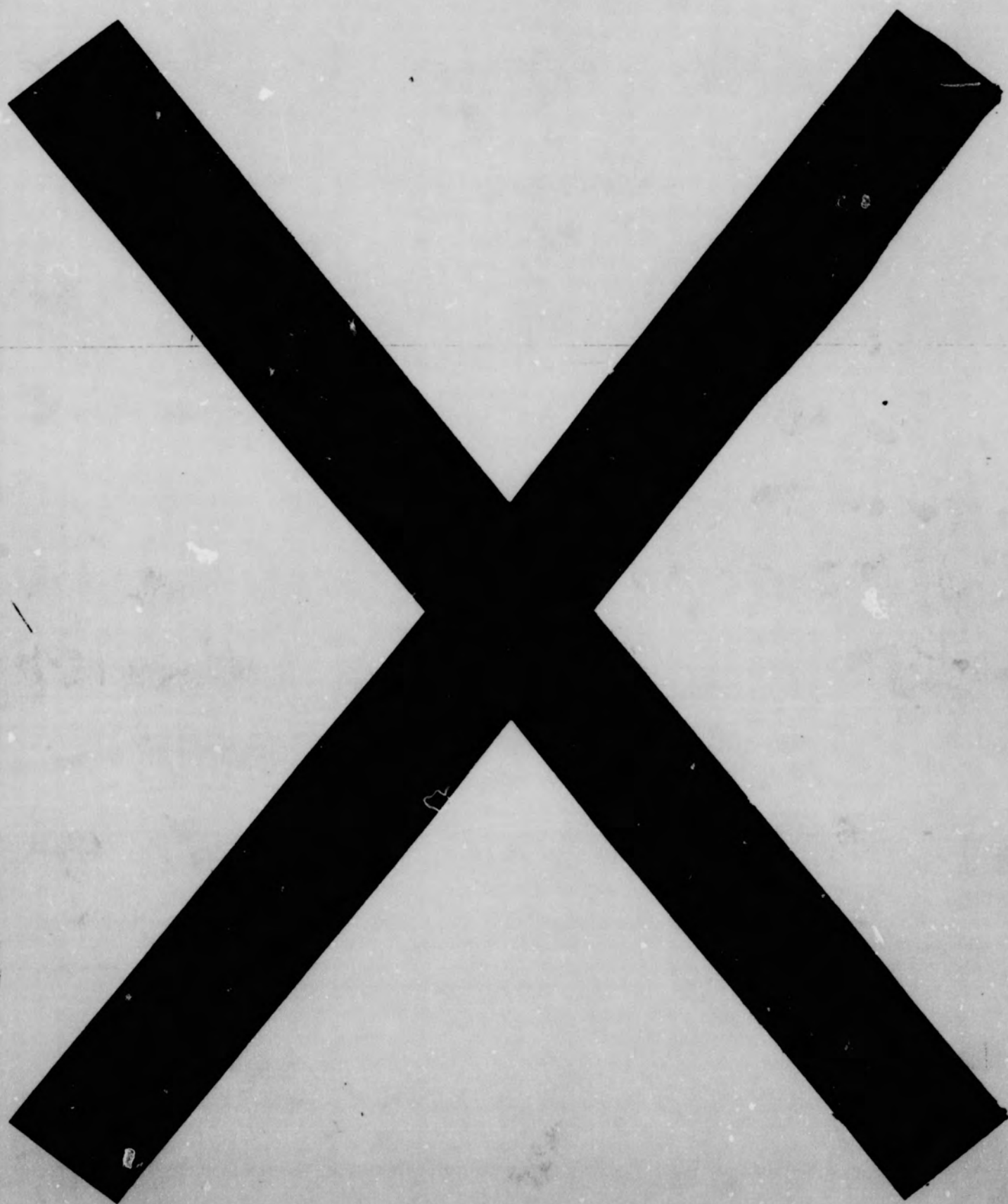
	Saturday 20-Jan	Sunday 21-Jan	Monday 22-Jan	Tuesday 23-Jan	Wednesday 24-Jan	Thursday 25-Jan	Friday 26-Jan	average
availability%	82%	82%	83%	85%	84%	84%	84%	83%

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

NS Northern Region Crew Starts and Recrews

	Saturday 20-Jan	Sunday 21-Jan	Monday 22-Jan	Tuesday 23-Jan	Wednesday 24-Jan	Thursday 25-Jan	Friday 26-Jan	Grand Total
crew starts	319	283	276	299	296	332	326	2131
recrews	14	12	10	19	19	17	8	99

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

1-25-01

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201383

Memorandum

ENTERED
Office of the Secretary

JAN 25 2001

Part of
Public Record

DATE: January 25, 2001

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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



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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

January 24, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, January 19th. Cars on-line improved from 250,812 to 247,392 cars. Terminal dwell improved from 27.1 to 25.4 hours, and train velocity improved from 20.8 to 21.4 miles-per-hour. These measurements indicate CSXT performance has returned to pre-holiday levels.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably by eleven percentage points to 66%. The greater-than-six-hours-late category moved favorably fifteen percentage points to 14%.

Yards and Terminals

Car volumes and dwell times were within expected levels at most terminals across the network. Eleven of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

Four of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 94%. Overall, the on-time-to-two-hours-late category moved favorably one percentage point to 76%, and the percent of trains in the greater-than-six-hours-late category moved favorably two percentage points to 14%.

Shared Areas

Daily average on hand cars decreased at Oak Island and North Yard, and increased at Pavonia. Overall terminal dwell time was 31.5 hours, compared to 35.1 hours last week. For the week, there were a total of 55 trains delayed for CSXT and NS: 28 for crew, 5 for power, and 22 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 786 train starts, daily Train Delay totaled 20 hours for Power and 37 hours for Crew. Delay hours for both Crew and Power increased slightly from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 23.8% for the week, an improvement from 25.9% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 85%, down slightly from 86% the prior week.

Daily Number of Recrews Required: Of 1884 crew starts, 45 (2%) were recrews, the same as the prior week.

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

Locomotives: Gross Locomotives = 3803, Average Available = 3528, and Out-of-Service Ratio = 5.2%, down from 5.9% the prior week.

Cars Offered in Interchange: averaged 264 cars daily, of which 9 were allocated to Norfolk Southern. Daily average increased, and the NS average decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 90% for 80 MARC trains (West Virginia – Washington).

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

CSXT has established 18 key measures for the first quarter of this year. Last week we met the goal for 17 of those measures. Goals were met for injuries, derailments, cars on-line, overall velocity, merchandise train velocity, slow orders, crews on duty over 12 hours, relief crews, hours of crew delay, car dwell, right connection, on-time origin departure, on-time destination arrival, 30-hour cars, industrial switching, hours of locomotive delay, and leased locomotive out-of-service ratio. Four measures (merchandise train velocity, crews on duty over 12 hours, dwell, and on-time destination arrival) recorded their best performance over the past two years.

Service Measurements for the CSXT railroad clearly indicate a rapid return to normal operations following the holiday shutdowns and the winter storms that hampered performance in mid-December. The speed of return to normal operations, as well as the high level of performance, indicates a healthy situation where CSXT is well positioned to absorb increased volumes.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 01/19/2001

Yard Performance

(Composite of NOL/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	376	385	512	410	380
	Cars On Hand - Empty	306	332	461	405	473
	Cars On Hand - Total	682	717	973	815	853
	Cars Handled	488	489	662	561	476
	Dwell Hours	36.1	38.7	29.4	27.8	31.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	422	340	314	358	353
	Cars On Hand - Empty	299	331	372	493	338
	Cars On Hand - Total	721	671	686	851	691
	Cars Handled	434	345	448	418	434
	Dwell Hours	51.6	33.9	30.7	23.6	36.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	103	136	116	127	149
	Cars On Hand - Empty	89	137	106	88	128
	Cars On Hand - Total	792	273	222	215	277
	Cars Handled	234	236	219	127	172
	Dwell Hours	21.3	22.2	24.6	19.9	14.2

CSX Comments: Daily average on hand cars decreased at Oak Island and North Yard, and increased slightly at Pavonia. Overall terminal dwell time was 31.5 hours, down from 35.1 hours last week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01
North Jersey SAA	Number of Originations	12	16	17	15	17
	% Ontime	50%	38%	29%	33%	35%
	% Late 0-2 Hours	8%	19%	24%	33%	12%
	% Late 2-4 Hours	25%	13%	12%	7%	35%
	% Late 4-6 Hours	8%	13%	18%	0%	0%
	% Late GT 6 Hours	8%	19%	18%	27%	18%
South Jersey SAA	Number of Originations	2	6	6	5	6
	% Ontime	50%	50%	17%	20%	50%
	% Late 0-2 Hours	0%	0%	0%	0%	17%
	% Late 2-4 Hours	0%	33%	0%	20%	0%
	% Late 4-6 Hours	50%	17%	50%	60%	0%
	% Late GT 6 Hours	0%	0%	33%	0%	33%
Detroit SAA	Number of Originations	4	5	5	5	5
	% Ontime	50%	80%	60%	60%	60%
	% Late 0-2 Hours	50%	20%	40%	40%	40%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 55 trains. Crew delays were 28 trains for 174 hours; power 5 trains for 65 hours; originating trains 22 for 91 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01	Average
Cars Offered	NS	23	12	10	0	0	9
	All Other	252	281	244	260	236	255
	Total	275	292	254	260	236	264

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	0%	100%	70%
MARC	Trains	8	18	18	18	18	80
	% On Time	88%	83%	89%	100%	89%	90%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	01/13/01	01/14/01	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01	Total
Baltimore	Train Crew Starts	18	16	17	18	19	18	20	126
	Crews Delayed +2 Hours	8	6	8	5	3	6	3	39
	% Delayed +2 Hours	44%	38%	47%	28%	16%	33%	15%	31%
Buffalo	Train Crew Starts	45	42	35	40	47	45	51	305
	Crews Delayed +2 Hours	8	12	8	6	6	10	8	58
	% Delayed +2 Hours	18%	29%	23%	15%	13%	22%	16%	19%
Chicago	Train Crew Starts	27	27	24	28	28	24	25	183
	Crews Delayed +2 Hours	7	8	7	8	5	7	7	49
	% Delayed +2 Hours	26%	30%	29%	29%	18%	29%	28%	27%
Cincinnati	Train Crew Starts	37	33	33	32	34	36	37	242
	Crews Delayed +2 Hours	0	0	0	2	1	2	4	9
	% Delayed +2 Hours	0%	0%	0%	6%	3%	6%	11%	4%
Cleveland	Train Crew Starts	27	32	26	25	26	27	24	187
	Crews Delayed +2 Hours	10	18	9	9	9	9	8	72
	% Delayed +2 Hours	37%	56%	35%	36%	35%	33%	33%	39%
Cumberland	Train Crew Starts	41	35	28	38	35	33	34	244
	Crews Delayed +2 Hours	9	7	9	3	6	7	6	49
	% Delayed +2 Hours	22%	26%	32%	8%	17%	21%	18%	20%
Detroit	Train Crew Starts	5	3	4	6	5	5	5	33
	Crews Delayed +2 Hours	3	0	1	3	2	2	2	13
	% Delayed +2 Hours	60%	0%	25%	50%	40%	40%	40%	39%
Philadelphia	Train Crew Starts	12	13	10	11	13	11	16	86
	Crews Delayed +2 Hours	1	2	2	3	3	3	2	16
	% Delayed +2 Hours	8%	15%	20%	27%	23%	27%	13%	19%
Selkirk	Train Crew Starts	44	38	33	40	47	46	48	296
	Crews Delayed +2 Hours	10	12	8	10	9	13	6	68
	% Delayed +2 Hours	23%	32%	24%	25%	19%	28%	13%	23%
Toledo	Train Crew Starts	25	26	26	20	20	26	26	169
	Crews Delayed +2 Hours	8	7	2	0	0	8	4	29
	% Delayed +2 Hours	32%	27%	8%	0%	0%	31%	15%	17%
Willard	Train Crew Starts	40	38	37	42	42	43	42	284
	Crews Delayed +2 Hours	11	11	11	10	7	13	15	78
	% Delayed +2 Hours	28%	29%	30%	24%	17%	28%	36%	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

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	01/13/01	01/14/01	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01	Total
Train Delay	Originating Train Starts	108	110	109	107	115	110	127	786
	Delayed Hours - Power	3	7	4	0	6	0	0	20
	Delayed Hours - Crews	6	24	3	2	0	2	0	37

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	01/13/01	01/14/01	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01	Average
Crew Availability		84%	83%	84%	85%	86%	87%	86%	85%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	01/13/01	01/14/01	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01	Total
Crews/Recrews	Train Crew Starts	276	250	232	276	285	272	293	1884
	Recrews	12	11	3	6	3	6	4	45
	% Recrewed	4%	4%	1%	2%	1%	2%	1%	2%

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

Surface Transportation Board Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	01/13/01	01/14/01	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01	Average
Locomotives	Gross Fleet Size	3852	3827	3785	3778	3781	3796	3799	3803
	Avg. Number Available	3557	3548	3530	3509	3525	3526	3498	3528
	OOS Ratio	5.6	5.3	5.1	4.9	5.1	4.9	5.7	5.2

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	01/13/01	01/14/01	01/15/01	01/16/01	01/17/01	01/18/01	01/19/01	Average
Train Delay	Philadelphia/South Jersey	0	5	2	1	2	6	5	3
	North Jersey	0	5	5	4	3	7	4	4
	Detroit	0	1	0	0	1	1	3	1

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

George A. Aspatore
General Solicitor

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

January 24, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending January 19, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. 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.
January 24, 2001
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

January 24, 2001

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

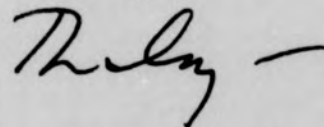
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 59 trains were held for terminal delays, 19 trains were held for crews, and 9 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume decreased at Oak Island and North Yard and increased slightly at Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week due primarily to an unavailable day of data in the train delay reporting system. Twenty-eight trains were delayed 174 hours for lack of crews and 5 trains were delayed for 65 hours awaiting power. Twenty-two originating trains were delayed a total of 91 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 65% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 1/19/01

Shared Asset Area - Yard Performance

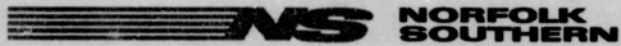
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	1/15/01	850	89	103	192	234	21.3
	1/16/01	850	137	136	273	236	22.2
	1/17/01	850	106	116	222	219	24.6
	1/18/01	850	88	127	215	127	19.9
	1/19/01	850	128	149	277	172	14.2
North Yard MI Average		850	110	126	236	198	20.8
Oak Island NJ	1/15/01	1200	306	376	682	488	36.1
	1/16/01	1200	332	385	717	489	38.7
	1/17/01	1200	461	512	973	662	29.4
	1/18/01	1200	405	410	815	561	27.8
	1/19/01	1200	473	380	853	476	31.6
Oak Island NJ Average		1200	395	413	808	535	32.4
Pavonia NJ	1/15/01	900	299	422	721	434	51.6
	1/16/01	900	331	340	671	345	33.9
	1/17/01	900	372	314	686	448	30.7
	1/18/01	900	493	358	851	418	23.6
	1/19/01	900	338	353	691	434	36.4
Pavonia Average		900	367	357	724	416	35.3



For the week ending 1/19/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	1/15/01	4	50%	50%	0%	0%	0%
	1/16/01	5	80%	20%	0%	0%	0%
	1/17/01	5	60%	40%	0%	0%	0%
	1/18/01	5	60%	40%	0%	0%	0%
	1/19/01	5	60%	40%	0%	0%	0%
Detroit Total		24	63%	38%	0%	0%	0%
North Jersey Total	1/15/01	12	50%	8%	25%	8%	8%
	1/16/01	16	38%	19%	13%	13%	19%
	1/17/01	17	29%	24%	12%	18%	18%
	1/18/01	15	33%	33%	7%	0%	27%
	1/19/01	17	35%	12%	35%	0%	18%
North Jersey Total		77	36%	19%	18%	8%	18%
South Jersey Total	1/15/01	2	50%	0%	0%	50%	0%
	1/16/01	6	50%	0%	33%	17%	0%
	1/17/01	6	17%	0%	0%	50%	33%
	1/18/01	5	20%	0%	20%	60%	0%
	1/19/01	6	50%	17%	0%	0%	33%
South Jersey Total		25	36%	4%	12%	32%	16%
Grand Total		126	41%	20%	13%	11%	14%

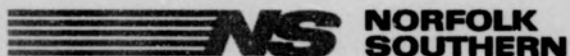


For the week ending 1/19/01

Shared Asset Area Trains Held

area	Sat 13-Jan	Sun 14-Jan	Mon 15-Jan	Tue 16-Jan	Wed 17-Jan	Thu 18-Jan	Fri 19-Jan	Grand Total
North Jersey	0	5	5	4	3	7	4	28
South Jersey	0	5	2	1	2	6	5	21
Detroit	0	1	0	0	1	1	3	6

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	64	88	132	124	84	492
other	37	31	0	19	20	107
Total	101	119	132	143	104	599

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

NS Northern Region Train Starts and Delays

	Saturday 13-Jan	Sunday 14-Jan	Monday 15-Jan	Tuesday 16-Jan	Wednesday 17-Jan	Thursday 18-Jan	Friday 19-Jan	Grand Total
# of Train Starts	166	153	152	174	186	181	182	1194
Delay Cause								
Crew Delays (hrs)	6.3	0.0	4.0	0.5	5.2	0.3	8.5	24.8
Power Delays (hrs)	20.6	31.3	6.0	24.6	81.5	18.0	39.2	221.1

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 13-Jan	Sunday 14-Jan	Monday 15-Jan	Tuesday 16-Jan	Wednesday 17-Jan	Thursday 18-Jan	Friday 19-Jan	average
Fleet Size	3373	3380	3370	3384	3399	3371	3372	3378
available	3183	3184	3185	3186	3187	3188	3189	3186
out of service %	5.6%	5.8%	5.5%	5.9%	6.2%	5.4%	5.4%	5.7%

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

NS Crew Starts and Delays

		Saturday 13-Jan	Sunday 14-Jan	Monday 15-Jan	Tuesday 16-Jan	Wednesday 17-Jan	Thursday 18-Jan	Friday 19-Jan	Grand Total
Allentown	crew starts	16	10	15	16	15	16	18	106
	crews delayed	8	5	4	5	4	6	7	39
Bellevue	crew starts	34	33	30	28	34	39	34	232
	crews delayed	9	10	6	7	6	12	9	59
Buffalo	crew starts	25	20	22	22	21	20	28	158
	crews delayed	5	5	4	1	3	3	4	27
Chicago	crew starts	31	35	34	35	35	33	37	240
	crews delayed	10	12	10	10	15	10	18	85
Cincinnati	crew starts	38	30	30	36	38	37	43	252
	crews delayed	4	6	4	3	11	10	9	47
Cleveland	crew starts	9	1	12	11	11	11	11	78
	crews delayed	3	4	3	5	2	3	5	25
Conway	crew starts	51	51	42	45	56	54	55	354
	crews delayed	16	17	18	17	20	19	15	122
Detroit	crew starts	16	13	13	19	23	18	16	118
	crews delayed	5	5	6	5	5	5	7	38
Elkhart	crew starts	34	37	39	34	39	47	36	266
	crews delayed	10	13	20	12	9	22	12	98
Harrisburg	crew starts	57	45	36	58	59	51	62	368
	crews delayed	24	18	15	21	16	15	25	134
Toledo	crew starts	58	49	48	39	59	52	50	355
	crews delayed	10	14	15	4	12	15	13	83

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

NS Northern Region Daily Crew Availability Percentage

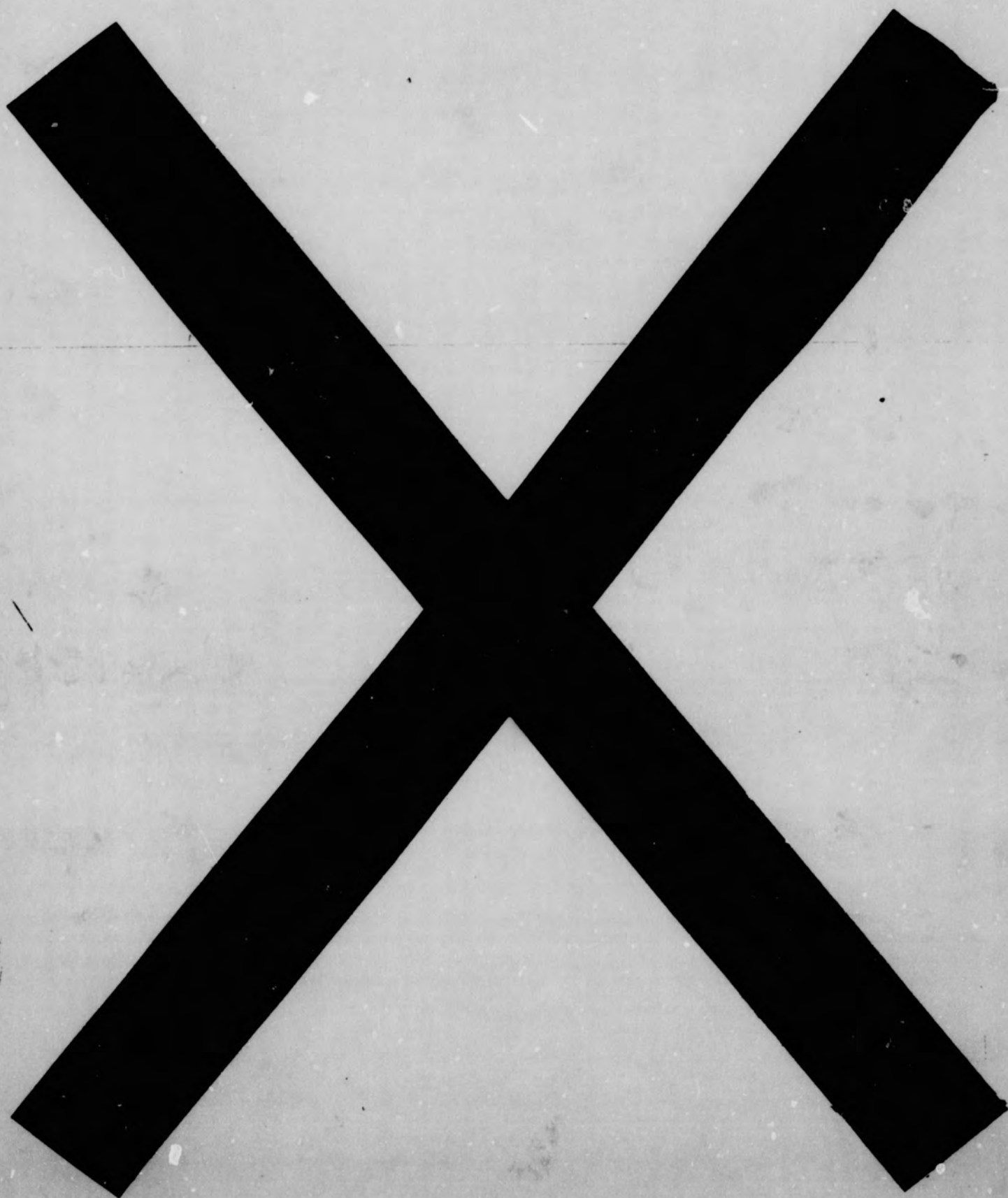
	Saturday 13-Jan	Sunday 14-Jan	Monday 15-Jan	Tuesday 16-Jan	Wednesday 17-Jan	Thursday 18-Jan	Friday 19-Jan	average
availability%	82%	82%	82%	85%	84%	85%	84%	83%

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

NS Northern Region Crew Starts and Recrews

	Saturday 13-Jan	Sunday 14-Jan	Monday 15-Jan	Tuesday 16-Jan	Wednesday 17-Jan	Thursday 18-Jan	Friday 19-Jan	Grand Total
crew starts	349	312	265	314	342	333	350	2265
recrews	7	11	6	9	4	13	17	67

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

1-16-01

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SURFACE TRANSPORTATION BOARD

Memorandum

ENTERED
Office of the Secretary

JAN 16 2001

Part of
Public Record



DATE: January 16, 2001

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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

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

R.J. Haulter
Assistant Vice President-Integration Planning

December 29, 2000

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

Dear Mr. Clemens:

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

The reports are presented in the following order:

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

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

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

Very truly yours,

Bob Haulter

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

Paul R. Hitchcock - J150
Senior Counsel

HOUCHIN\STB\OPFRATIONAL MONITORING\30DEC00

CSX TRANSPORTATION, INC.
STB OPERATIONAL MONITORING REPORT
As of December 29, 2000

Table of Contents

The reports are presented in the following order:

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

STB OPERATIONAL MONITORING REPORT
As of December 29, 2000

LABOR

Labor Implementing Agreements

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

Labor Management Task Force

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

Infrastructure Maintenance and Expansion Report

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

CSXT continues to address capacity limitations on heavy corridors. As part of the 2000 Track Capacity Capital Program, we completed the extension of main track in Greenwood, SC on Nov. 8. In August, we began construction on a new connection track at Dearborn, MI. This is scheduled for completion on 4/1/01. *Phase II of the expansion and reconstruction of Greenwich Yard in Philadelphia was completed on 12/31/2000.*

CSXT is now initiating the 2001 Track Capacity Capital Program. This program consists of the construction of \$50.9 million of new sidings and other strategic track connections and capacity enhancements. It is anticipated to complete these projects during 2001.

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

Location	Project	Under Construction	Estimated Completion
16) Feltonville, PA	Extend siding to 20,200'	Y	03/31/01
17) Franklin, AL	Construct new 11,200' passing siding	<i>Completed</i>	09/15/00
18) Frederick, MD	MARC project	Y	03/31/01
19) Ft. Lauderdale, FL	Construct 45 miles of 2 nd main for TriRail	N	Pending
20) Gallaway, TN	Build siding with 10,000' in clear	<i>Completed</i>	10/1/00
21) Garrett, IN	Construct Randolph St. underpass	<i>Completed</i>	08/30/00
22) Gibraltar, MI	Construct crossover between CSXT and CN	<i>Completed</i>	09/30/00
23) Greenwood, SC	Construct double-track to Salak	<i>Completed</i>	11/06/00
24) Hopkinsville, KY	Install turnouts/signals for new Ft. Campbell lead wye	N	06/30/01
25) Keystone, SC	(Sandpatch to Rockwood, PA)-Upgrade #10 crossovers to power #15's and TCS	Y	3/30/01
26) Lacon to Holmes Gap, AL	Add 8 miles of 2 nd main MP 328-MMP336	Y	03/30/01
27) Lima, OH	Conrail connection track improvements	<i>Completed</i>	05/30/00
28) Louisville, KY	Link Highway Track to Highland Park #2	<i>Completed</i>	06/15/00

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

INFORMATION TECHNOLOGY

Information Technology

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

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

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

Customer Service Progress Report

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

Personnel

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

Customer Familiarization

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

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

STB OPERATIONAL MONITORING REPORT

As of December 29, 2000

STB Status Submission Report on Training

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

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

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

The last cutover completed the training initiatives for this project.

George A. Aspatore
General Solicitor

(757) 629-2657
fax (757) 533-4842
E-mail: george.aspatore@nscorp.com

January 9, 2001

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

Dear Mr. Clemens,

Enclosed is Norfolk Southern's Monitoring Report dated December 31, 2000. This month's report reflects the completion of a second main line in Cloggsville, Ohio and the last section of the Sandusky to Columbus, Ohio double track project. NS continues to make progress on the projects targeted for completion in 2001 that are listed in the Construction and Other Capital Projects section of the Report.

Please let me know if you need any further information.

Sincerely,

George A. Aspatore

Enclosure

Norfolk Southern Corporation

STB Operational Monitoring Report

As of December 31, 2000

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Note: Bold print indicates changes from previous report.

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

Surface Transportation Board Operational Monitoring Report

As of December 31, 2000

LABOR

Labor Implementing Agreements

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

Labor-Management Task Forces

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

Note: Bold print indicates changes from previous report.

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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Surface Transportation Board Operational Monitoring Report
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CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Surface Transportation Board Operational Monitoring Report
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CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding Estimated Completion Date: Undetermined	Track	Design Grading Const	Project being defined.
			Signal	Design Const	
Hadley Jct (Ft Wayne)	IN	Double tracking Estimated Completion Date: Undetermined	Track	Design Grading Const	Project being defined.
			Signal	Design Const	
Hagerstown Sec (Greencastle)	PA	Construct siding Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Hagerstown Sec	PA	Traffic Control Estimated Completion Date: Complete	Signal	Design Const	Complete Complete
Harrisburg	PA	Construct double track Estimated Completion Date: 1Q01	Land Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	In progress Complete In progress
Harrisburg (Rutherford)	PA	Construct intermodal terminal Estimated Completion Date: Complete	Track	Design Grade/Pave	Complete Complete
Harrisburg - Reading	PA	Traffic Control System and remove pole line Estimated Completion Date: 2Q01	Signal	Design Const	Complete In progress
KD Tower - Cumberland Falls	KY	Extending double track 40,120 feet Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Knoxville - Chattanooga	TN	Double Stack Clearances Estimated Completion Date: Complete	Track	Design Const	Complete Complete
	TN		Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Oak Harbor	OH	Construct track connection Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete

Surface Transportation Board Operational Monitoring Report

As of December 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

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

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

CUSTOMER SERVICE

Systems and Personnel Training

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

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

CUSTOMER SERVICE

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

Note: Bold print indicates changes from previous report.

Surface Transportation Board Operational Monitoring Report

As of December 31, 2000

CUSTOMER SERVICE

Transition Process

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

Personnel

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

Customer Awareness

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

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

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

Note: Bold print indicates changes from previous reports.



STB

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Memorandum



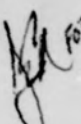
ENTERED
Office of the Secretary

JAN 12 2001

Part of
Public Record

DATE: January 11, 2001

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

FROM :  Mel Clemens, Director
Office of Compliance and Enforcement

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

D

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

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

January 10, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, January 5th. All of the data points are affected by the New Year's holiday period, during which CSXT had a planned shutdown.

Cars on-line increased from 246,739 to 250,640 cars. Terminal dwell improved from 40.7 to 39.1 hours, and train velocity improved from 20.0 to 20.3 miles-per-hour.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably by 14 percentage points to 33%. The greater-than-six-hours-late category moved favorably 10 percentage points to 53%. This reflects the effect of severe winter weather in the routes leading to Chicago.

Yards and Terminals

Car volumes and dwell times remained within expected levels at most terminals across the network. Ten of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

Three of the corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 68%. Overall, the on-time-to-two-hours-late category moved favorably one percentage point to 50%, and the percent of trains in the greater-than-six-hours-late category moved favorably by three percentage points to 35%.

Shared Areas

Daily average on hand cars increased at all three yards. Overall terminal dwell time was 44.0 hours, compared to 40.4 hours last week. For the week, there were a total of 36 trains delayed for CSXT and NS: 17 for crew, 5 for power, and 14 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 565 train starts, daily Train Delay totaled 11 hours for Power and 52 hours for Crew. Power and crew delays both improved from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 33.1% for the week, an improvement from 34.4% last week.

Daily Crew Availability Percentage: Crew Availability Percentage improved to 82%, up from 72% the prior week.

Daily Number of Recrews Required: Of 1764 crew starts, 95 (5%) were recrews, up from 4% the prior week.

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

Locomotives: Gross Locomotives = 3944, Average Available = 3573, and Out-of-Service Ratio = 6.5%, up from 6.2% the prior week.

Cars Offered in Interchange: averaged 104 cars daily, of which 3 were allocated to Norfolk Southern. Daily average decreased and the NS average increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 93% for 72 MARC trains (West Virginia – Washington).

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

Like last week, measurements have dropped off from the record levels achieved during the Fall Peak, reflecting the impact of the New Year's holiday shutdown and the severe weather over the northern half of the network. The key measures of cars on-line, velocity, and terminal dwell have shown steady improvement toward pre-holiday levels through the first half of this week

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

01/05/01

Yard Performance

(Composite of N^C/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	264	446	556	708	638
	Cars On Hand - Empty	371	349	450	411	424
	Cars On Hand - Total	635	795	1006	1119	1062
	Cars Handled	16	432	531	684	462
	Dwell Hours	59.8	93.1	60.1	34.4	38.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	221	327	387	492	348
	Cars On Hand - Empty	311	261	346	302	261
	Cars On Hand - Total	532	588	733	794	609
	Cars Handled	0	350	473	374	700
	Dwell Hours	0.0	85.4	25.3	25.8	21.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	253	249	306	291	253
	Cars On Hand - Empty	157	150	194	270	282
	Cars On Hand - Total	410	399	500	561	535
	Cars Handled	0	17	138	186	141
	Dwell Hours	0.0	75.2	49.9	28.7	29.8

CSX Comments: Daily average on hand cars increased at all three yards, reflecting a surge in inbound traffic associated with the year end holiday season. Overall terminal dwell time was 44.0 hours, up from 40.4 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01
North Jersey SAA	Number of Originations	0	10	14	16	14
	% Ontime	0%	0%	14%	31%	50%
	% Late 0-2 Hours	0%	30%	21%	31%	7%
	% Late 2-4 Hours	0%	20%	50%	13%	21%
	% Late 4-6 Hours	0%	20%	0%	6%	7%
	% Late GT 6 Hours	0%	30%	14%	19%	14%
South Jersey SAA	Number of Originations	0	6	6	7	5
	% Ontime	0%	0%	50%	29%	60%
	% Late 0-2 Hours	0%	17%	17%	0%	0%
	% Late 2-4 Hours	0%	17%	17%	14%	0%
	% Late 4-6 Hours	0%	17%	0%	43%	20%
	% Late GT 6 Hours	0%	50%	17%	14%	20%
Detroit SAA	Number of Originations	0	4	6	5	5
	% Ontime	0%	25%	17%	20%	20%
	% Late 0-2 Hours	0%	25%	33%	60%	60%
	% Late 2-4 Hours	0%	0%	50%	20%	20%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	50%	0%	0%	0%

CSX Comments: Total road train delays were 36 trains. Crew delays were 17 trains for 104 hours; power 5 trains for 37 hours; originating trains 14 for 85 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01	Average
Cars Offered	NS	0	0	0	0	17	3
	All Other	132	130	137	99	4	100
	Total	132	130	137	99	21	104

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	50%	50%	70%
MARC	Trains	0	18	18	18	18	72
	% On Time	0%	94%	94%	100%	83%	93%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	12/30/00	12/31/00	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01	Total
Baltimore	Train Crew Starts	11	0	0	15	18	20	23	87
	Crews Delayed +2 Hours	4	0	0	5	6	6	11	32
	% Delayed +2 Hours	36%	0%	0%	33%	33%	30%	48%	37%
Buffalo	Train Crew Starts	39	0	0	35	46	46	48	214
	Crews Delayed +2 Hours	8	0	0	16	15	12	14	65
	% Delayed +2 Hours	21%	0%	0%	46%	33%	26%	29%	30%
Chicago	Train Crew Starts	22	0	4	23	25	25	23	122
	Crews Delayed +2 Hours	16	0	2	11	9	11	8	57
	% Delayed +2 Hours	73%	0%	50%	48%	36%	44%	35%	47%
Cincinnati	Train Crew Starts	31	0	0	26	34	36	35	162
	Crews Delayed +2 Hours	1	0	0	1	2	3	2	9
	% Delayed +2 Hours	3%	0%	0%	4%	6%	8%	6%	6%
Cleveland	Train Crew Starts	25	0	0	27	23	27	17	119
	Crews Delayed +2 Hours	7	0	0	15	7	13	10	52
	% Delayed +2 Hours	28%	0%	0%	56%	30%	48%	59%	44%
Cumberland	Train Crew Starts	31	0	0	29	30	32	37	159
	Crews Delayed +2 Hours	11	0	0	3	7	10	6	37
	% Delayed +2 Hours	35%	0%	0%	10%	23%	31%	16%	23%
Detroit	Train Crew Starts	4	0	0	2	3	4	5	18
	Crews Delayed +2 Hours	0	0	0	2	0	2	0	4
	% Delayed +2 Hours	0%	0%	0%	100%	0%	50%	0%	22%
Philadelphia	Train Crew Starts	11	0	0	9	13	13	14	60
	Crews Delayed +2 Hours	5	0	0	4	3	2	6	20
	% Delayed +2 Hours	45%	0%	0%	44%	23%	15%	43%	33%
Selkirk	Train Crew Starts	40	0	1	31	43	45	45	205
	Crews Delayed +2 Hours	24	0	0	21	19	16	11	91
	% Delayed +2 Hours	60%	0%	0%	68%	44%	36%	24%	44%
Toledo	Train Crew Starts	24	0	0	30	29	23	25	131
	Crews Delayed +2 Hours	6	0	0	11	9	7	5	38
	% Delayed +2 Hours	25%	0%	0%	55%	31%	30%	20%	29%
Willard	Train Crew Starts	33	0	0	27	43	44	46	193
	Crews Delayed +2 Hours	12	0	0	6	16	13	54	95
	% Delayed +2 Hours	36%	0%	0%	22%	23%	30%	21%	49%

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

Surface Transportation Board Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	12/30/00	12/31/00	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01	Total
Train Delay	Originating Train Starts	91	19	11	90	116	122	116	565
	Delayed Hours - Power	9	0	0	0	0	0	2	11
	Delayed Hours - Crews	42	0	0	0	5	3	2	52

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	12/30/00	12/31/00	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01	Average
Crew Availability		73%	72%	83%	85%	87%	87%	85%	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	12/30/00	12/31/00	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01	Total
Crews/Recrews	Train Crew Starts	285	252	98	266	296	284	283	1764
	Recrews	10	18	6	11	25	10	15	95
	% Recrewed	4%	7%	6%	4%	8%	4%	5%	5%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	12/30/00	12/31/00	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01	Average
Locomotives	Gross Fleet Size	3940	3922	3950	3934	3957	3963	3941	3944
	Avg. Number Available	3516	3522	3533	3610	3632	3614	3585	3573
	OOS Ratio	6.8	6.6	6.1	6.1	6.6	6.8	6.7	6.5

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	12/30/00	12/31/00	01/01/01	01/02/01	01/03/01	01/04/01	01/05/01	Average
Train Delay	Philadelphia/South Jersey	3	0	0	0	3	3	3	2
	North Jersey	4	0	0	0	0	5	6	2
	Detroit	1	0	1	0	0	3	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.

George A. Aspatore
General Solicitor

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

January 10, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending January 5, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. 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.
January 10, 2001
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

January 10, 2001

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

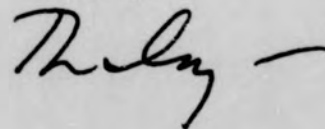
Dear Mr. Clemens:

Given normal seasonal traffic and weather patterns on the Northern Region, Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 31 trains were held for terminal delays, 12 trains were held for crews, and 10 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume increased at all three yards due to the holidays. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power decreased from last week: 17 trains were delayed 104 hours for lack of crews and 5 trains were delayed for 37 hours awaiting power. Fourteen originating trains were delayed a total of 85 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 27% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 1/5/01

Shared Asset Area - Yard Performance

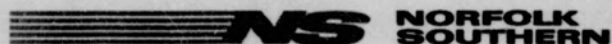
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	1/1/01	850	157	253	410		
	1/2/01	850	150	249	399	17	75.2
	1/3/01	850	194	306	500	138	49.9
	1/4/01	850	270	291	561	186	28.7
	1/5/01	850	282	253	535	141	29.8
North Yard MI Average		850	211	270	481	96	36.7
Oak Island NJ	1/1/01	1200	371	264	635	16	59.8
	1/2/01	1200	349	446	795	432	83.1
	1/3/01	1200	450	556	1006	531	60.1
	1/4/01	1200	411	708	1119	684	34.4
	1/5/01	1200	424	638	1062	462	38.2
Oak Island NJ Average		1200	401	522	923	425	51.7
Pavonia NJ	1/1/01	900	311	221	532		
	1/2/01	900	261	327	588	350	85.4
	1/3/01	900	346	387	733	473	25.3
	1/4/01	900	302	492	794	374	25.8
	1/5/01	900	261	348	609	700	21.9
Pavonia Average		900	296	355	651	379	35.3



For the week ending 1/5/01

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	1-Jan	0	0%	0%	0%	0%	0%
	2-Jan	4	25%	25%	0%	0%	50%
	3-Jan	6	17%	33%	50%	0%	0%
	4-Jan	5	20%	60%	20%	0%	0%
	5-Jan	5	20%	60%	20%	0%	0%
Detroit Total		20	20%	45%	25%	0%	10%
North Jersey Total	1-Jan	0	0%	0%	0%	0%	0%
	2-Jan	10	0%	30%	20%	20%	30%
	3-Jan	14	14%	21%	50%	0%	14%
	4-Jan	16	31%	31%	13%	6%	19%
	5-Jan	14	50%	7%	21%	7%	14%
North Jersey Total		54	26%	22%	26%	7%	19%
South Jersey Total	1-Jan	0	0%	0%	0%	0%	0%
	2-Jan	6	0%	17%	17%	17%	50%
	3-Jan	6	50%	17%	17%	0%	17%
	4-Jan	7	29%	0%	14%	43%	14%
	5-Jan	5	60%	0%	0%	20%	20%
South Jersey Total		24	33%	8%	13%	21%	25%
Grand Total		98	27%	23%	22%	9%	18%

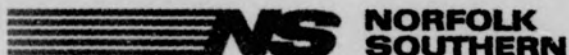


For the week ending 1/5/01

Shared Asset Area Trains Held

area	Sat 30-Dec	Sun 31-Dec	Mon 01-Jan	Tue 02-Jan	Wed 03-Jan	Thu 04-Jan	Fri 05-Jan	Grand Total
North Jersey	4	0	0	0	0	5	6	15
South Jersey	3	0	0	0	3	3	3	12
Detroit	1	0	1	0	0	3	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	21	6	0	0	27
Total	0	21	6	0	0	27

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

NS Northern Region Train Starts and Delays

	Sunday 30-Dec	Monday 31-Dec	Monday 1-Jan	Tuesday 2-Jan	Wednesday 3-Jan	Thursday 4-Jan	Friday 5-Jan	Grand Total
# of Train Starts	146	120	118	173	168	173	165	1063
Delay Cause								
Crew Delays (hrs)	4.0	0.0	0.0	1.3	6.7	2.3	1.1	15.4
Power Delays (hrs)	55.5	0.0	0.0	33.0	0.0	48.4	26.6	163.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Sunday 30-Dec	Monday 31-Dec	Monday 1-Jan	Tuesday 2-Jan	Wednesday 3-Jan	Thursday 4-Jan	Friday 5-Jan	average
Fleet Size	3483	3462	3451	3472	3473	3486	3465	3470
available	3169	3170	3171	3172	3173	3174	3175	3172
out of service %	9.0%	8.4%	8.1%	8.6%	8.6%	9.0%	8.4%	8.6%

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

NS Crew Starts and Delays

		Sunday 30-Dec	Monday 31-Dec	Monday 1-Jan	Tuesday 2-Jan	Wednesday 3-Jan	Thursday 4-Jan	Friday 5-Jan	Grand Total
Allentown	crew starts	11	4	6	13	15	13	12	74
	crews delayed	6	2	3	4	5	4	4	28
Bellevue	crew starts	32	26	26	24	34	36	37	215
	crews delayed	14	6	8	5	6	17	12	68
Buffalo	crew starts	21	13	6	19	23	20	24	126
	crews delayed	7	4	1	2	3	4	1	22
Chicago	crew starts	29	22	20	32	29	33	32	197
	crews delayed	16	11	11	11	11	19	16	95
Cincinnati	crew starts	32	31	18	19	29	34	34	197
	crews delayed	5	7	2	2	3	4	8	31
Cleveland	crew starts	12	14	6	11	8	10	13	74
	crews delayed	2	6	1	3	5	2	5	24
Conway	crew starts	57	46	28	33	50	52	54	320
	crews delayed	16	22	17	14	18	10	15	112
Detroit	crew starts	9	4	7	17	18	18	19	92
	crews delayed	4	2	4	5	6	2	7	30
Elkhart	crew starts	34	31	24	38	41	39	36	243
	crews delayed	11	16	10	12	13	15	13	90
Harrisburg	crew starts	45	27	6	30	49	52	53	262
	crews delayed	17	10	2	6	13	20	21	89
Toledo	crew starts	55	43	28	27	48	47	49	297
	crews delayed	10	6	6	9	16	10	13	70

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

	Sunday 30-Dec	Monday 31-Dec	Monday 1-Jan	Tuesday 2-Jan	Wednesday 3-Jan	Thursday 4-Jan	Friday 5-Jan	average
availability%	71%	69%	68%	81%	87%	86%	85%	78%

Notes:

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

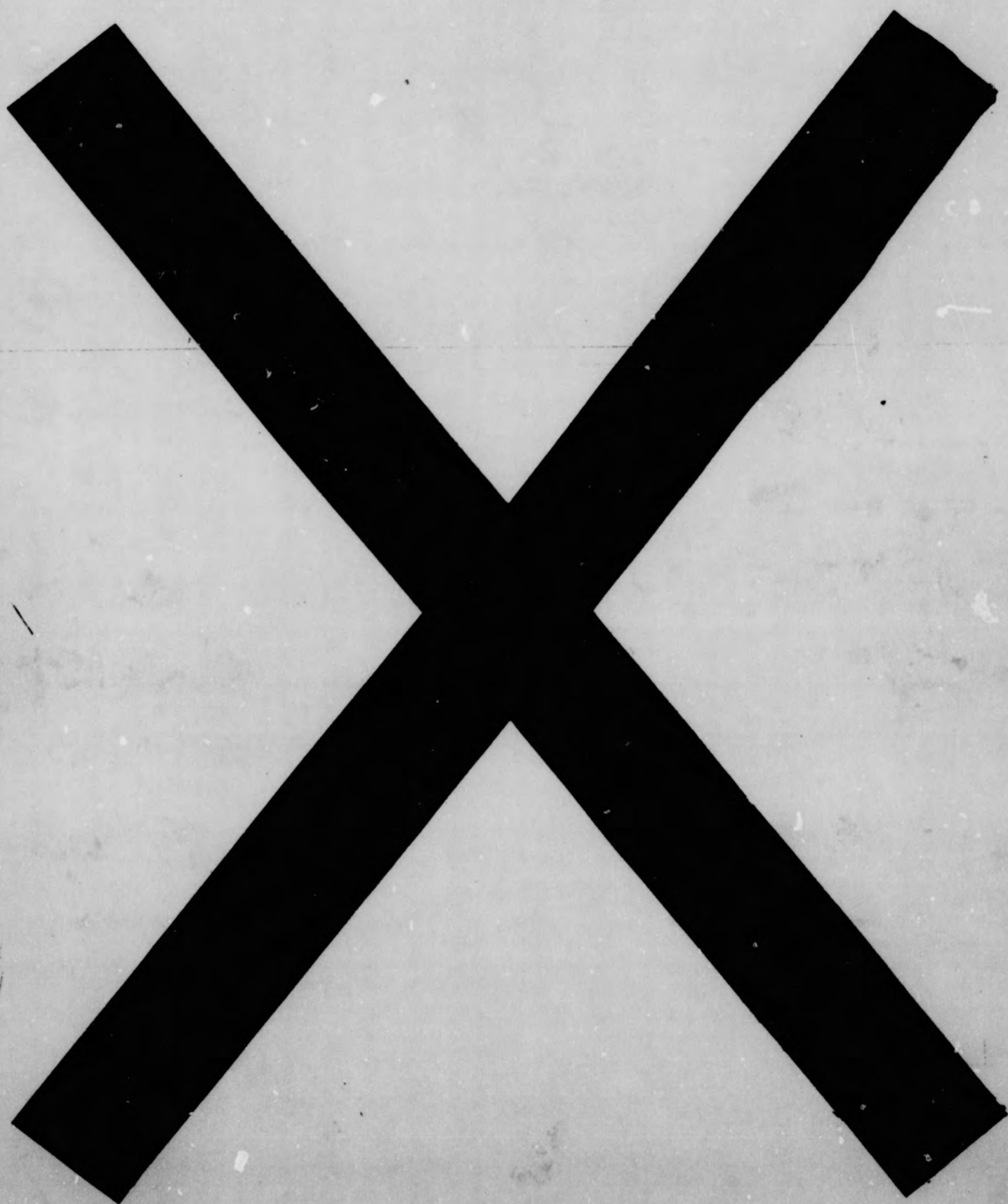
NS Northern Region Crew Starts and Recrews

	Sunday 30-Dec	Monday 31-Dec	Monday 1-Jan	Tuesday 2-Jan	Wednesday 3-Jan	Thursday 4-Jan	Friday 5-Jan	Grand Total
crew starts	296	211	139	217	285	311	307	1766
recrews	16	18	7	12	11	5	17	86

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

1-11-01

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201286

201286
STEPTOE & JOHNSON LLP

ATTORNEYS AT LAW

1330 Connecticut Avenue, NW
Washington, DC 20036-1795

Telephone 202.429.3000
Facsimile 202.429.3902
www.steptoel.com

DAVID H. COBURN
(202) 429-8063
dcoburn@steptoel.com

January 11, 2001



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

ENTERED
Office of the Secretary

JAN 12 2001

Part of
Public Record

CSX Quarterly Intermodal Truck Survey Report

Dear Secretary Williams:

Further to the requirement in Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, CSX Corporation and CSX Transportation, Inc. ("CSX") hereby submit the attached quarterly report reflecting the origins, destinations and cross-Hudson River routings for truck traffic at those intermodal terminals in Northern New Jersey and Massachusetts that were allocated to CSX by virtue of the Conrail transaction or operated by CSX prior to that transaction (Little Ferry, NJ; North Bergen, NJ; Kearny, NJ; Boston, MA; Springfield, MA; and Worcester, MA). This report, which reflects the traffic surveyed on six days during the quarterly survey period, covers the three month period between September 1, 2000 and November 30, 2000.

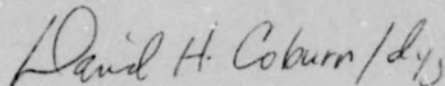
Please note that with respect to the attached New Jersey report, the data reflects the ultimate origin or destination of the surveyed traffic utilizing the George Washington Bridge. The report also shows the volume of surveyed traffic using other Hudson River crossings and the much larger volume of traffic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

The Honorable Vernon A. Williams
January 11, 2001
Page 2

the Hudson River (see "west of Hudson" figure). Please further note that the Massachusetts survey reflects the volume of surveyed traffic which crosses the George Washington Bridge and that which does not utilize the George Washington Bridge.

Please direct any questions concerning this report to the undersigned.

Respectfully,

A handwritten signature in dark ink, appearing to read "David H. Coburn/dhj".

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

Attachments

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

CSX CORPORATION
Intermodal Survey Report No. 8

January 9, 2001

New Jersey Terminals

Survey Results for September 1, 2000 through November 30, 2000

ST CITY	INBOUND	OUTBOUND	TOTAL
CT UNKNOWN	1	1	2
CT HARTFORD	0	3	3
CT STAMFORD	0	5	5
MA UNKNOWN	0	1	1
MA WORCESTER	1	3	4
ME FREEPORT	1	0	1
NY ALBANY	0	1	1
NY BRONX	59	121	180
NY BROOKLYN	10	24	34
NY ELMSFORD	0	1	1
NY LONISLAND	8	18	26
NY MANHATTAN	6	4	10
NY MONTICELL	0	1	1
NY QUEENS	11	13	24
NY STAISLAND	1	0	1
NY UNKNOWN.	1	0	1
NY WEST CHES	1	0	1
RI UNKNOWN	1	0	1
George Washington	101	196	297
George Washington	101	196	297
Tappan Zee	8	10	18
Staten Is. Crossings	42	19	61
Manhattan Tunnels	0	1	1
All Other	9	9	18
East of Hudson	160	235	395
West of Hudson	1090	1767	2857
GRAND TOTAL	1250	2002	3252

CSX CORPORATION
Intermodal Survey No. 8

January 9, 2001

Massachusetts Terminals

Survey Results for September 1, 2000 through November 30, 2000

	INBOUND	OUTBOUND	TOTAL
George Washington	34	53	87
Other	1335	1656	2991
GRAND TOTAL	1369	1709	3078



STB FD-33388

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SURFACE TRANSPORTATION BOARD


201179
Memorandum

ENTERED
Office of the Secretary

JAN 04 2001

DATE: January 4, 2001

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

FROM :  Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

cc: Chairman Morgan
Vice Chairman 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

January 3, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, December 29th. All of the data points are affected by the holiday period, during which CSXT had a planned shutdown.

Cars on-line increased from 244,775 to 246,739 ca.s, and terminal dwell increased from 26.6 to 40.7 hours. Train velocity was slightly lower, moving from 20.4 to 20.0 miles-per-hour.

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

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorably by 15 percentage points to 19%. The greater-than-six-hours-late category moved unfavorably 17 percentage points to 63%. This reflects the effect of severe winter weather in the routes leading to Chicago.

Yards and Terminals

Car volumes and dwell times remained within expected levels at most terminals across the network. None of the 14 measured yards showed an improvement in dwell time compared to the prior week. Dwell times increased as expected due to the holiday shutdown.

Corridor Performance

None of the corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 78%. Overall, the on-time-to-two-hours-late category moved unfavorably 17 percentage points to 49%, and the percent of trains in the greater-than-six-hours-late category moved unfavorably by 19 percentage points to 38%.

Shared Areas

Daily average on hand cars decreased at Oak Island and Pavonia, and increased slightly at North Yard. Overall terminal dwell time was 40.4 hours, compared to 29.3 hours last week. For the week, there were a total of 54 trains delayed for CSXT and NS: 27 for crew, 11 for power, and 16 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 541 train starts, daily Train Delay totaled 56 hours for Power and 181 hours for Crew. Power and crew delays were up slightly from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 34.4% for the week, up from 30.6% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 72%, down from 77% the prior week.

Daily Number of Recrews Required: Of 1419 crew starts, 60 (4%) were recrews, the same as the prior week.

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

Locomotives: Gross Locomotives = 3910, Average Available = 3529, and Out-of-Service Ratio = 6.2%, up slightly from 6.1% the prior week.

Cars Offered in Interchange: averaged 195 cars daily, of which 1 was allocated to Norfolk Southern. Daily average and the NS average decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 100% for 10 AMTRAK trains (Pittsburgh – Washington) and 99% for 72 MARC trains (West Virginia – Washington).

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

In general, measurements have dropped off from the record levels achieved during the Fall Peak, reflecting the impact of the Christmas holiday shutdown and the severe weather over the northern half of the network. They are, however, within the "norms" that are expected following a holiday shutdown. Railroad operations have remained fluid, albeit a little slower, in spite of severe winter weather over the northern regions of CSXT.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 12/29/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	12/25/00	12/26/00	12/27/00	12/28/00	12/29/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	328	328	270	445	307
	Cars On Hand - Empty	300	300	206	450	326
	Cars On Hand - Total	628	628	476	895	633
	Cars Handled	0	395	357	630	406
	Dwell Hours	0.0	73.6	45.3	33.2	30.0
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	307	307	305	248	266
	Cars On Hand - Empty	304	304	333	251	265
	Cars On Hand - Total	611	611	638	499	531
	Cars Handled	0	362	484	426	349
	Dwell Hours	0.0	56.7	55.5	16.9	19.1
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	188	188	244	222	235
	Cars On Hand - Empty	76	76	106	171	83
	Cars On Hand - Total	264	264	350	393	318
	Cars Handled	0	17	138	186	141
	Dwell Hours	0.0	75.2	49.9	28.7	29.8

CSX Comments: Daily average on hand cars decreased at Oak Island and Pavonia, and increased slightly at North Yard. Overall terminal dwell time was 40.4 hours, up from 29.3 hours last week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	12/25/00	12/26/00	12/27/00	12/28/00	12/29/00
North Jersey SAA	Number of Originations	0	10	16	15	17
	% Ontime	0%	10%	19%	13%	35%
	% Late 0-2 Hours	0%	30%	31%	27%	12%
	% Late 2-4 Hours	0%	20%	13%	27%	29%
	% Late 4-6 Hours	0%	20%	19%	7%	15%
	% Late GT 6 Hours	0%	20%	19%	27%	6%
South Jersey SAA	Number of Originations	0	5	6	6	5
	% Ontime	0%	20%	17%	33%	20%
	% Late 0-2 Hours	0%	0%	0%	33%	20%
	% Late 2-4 Hours	0%	0%	33%	17%	0%
	% Late 4-6 Hours	0%	40%	33%	17%	40%
	% Late GT 6 Hours	0%	40%	17%	0%	20%
Detroit SAA	Number of Originations	0	2	4	4	4
	% Ontime	0%	50%	75%	25%	50%
	% Late 0-2 Hours	0%	0%	0%	0%	25%
	% Late 2-4 Hours	0%	0%	0%	25%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	50%	25%	50%	25%

CSX Comments: Total road train delays were 54 trains. Crew delays were 27 trains for 227 hours; power 11 trains for 142 hours; originating trains 16 for 203 hours, due to late connections.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 12/25/00	Tuesday 12/26/00	Wednesday 12/27/00	Thursday 12/28/00	Friday 12/29/00	Daily Average
Cars Offered	NS	1	1	1	1	1	1
	All Other	230	230	188	196	124	194
	Total	231	231	189	197	125	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 On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

Service	Measure	Monday 12/25/00	Tuesday 12/26/00	Wednesday 12/27/00	Thursday 12/28/00	Friday 12/29/00	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	100%	100%
MARC	Trains	0	18	18	18	18	72
	% On Time	0%	100%	94%	100%	100%	99%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	12/23/00	12/24/00	12/25/00	12/26/00	12/27/00	12/28/00	12/29/00	Total
Baltimore	Train Crew Starts	12	1	0	12	15	14	20	74
	Crews Delayed +2 Hours	7	0	0	5	7	3	9	31
	% Delayed +2 Hours	58%	0%	0%	42%	47%	21%	45%	42%
Buffalo	Train Crew Starts	41	6	0	39	40	42	55	223
	Crews Delayed +2 Hours	13	2	0	10	14	12	14	65
	% Delayed +2 Hours	32%	33%	0%	26%	35%	29%	25%	29%
Chicago	Train Crew Starts	16	6	0	8	21	20	21	92
	Crews Delayed +2 Hours	14	3	0	1	14	14	12	58
	% Delayed +2 Hours	88%	50%	0%	13%	67%	70%	57%	63%
Cincinnati	Train Crew Starts	27	2	1	33	29	34	35	161
	Crews Delayed +2 Hours	4	0	0	2	5	2	1	14
	% Delayed +2 Hours	15%	0%	0%	6%	17%	6%	3%	9%
Cleveland	Train Crew Starts	15	0	0	31	26	26	23	121
	Crews Delayed +2 Hours	7	0	0	14	11	9	5	46
	% Delayed +2 Hours	47%	0%	0%	45%	42%	35%	22%	38%
Cumberland	Train Crew Starts	25	1	0	16	39	26	38	145
	Crews Delayed +2 Hours	11	0	0	9	12	3	13	48
	% Delayed +2 Hours	44%	0%	0%	56%	31%	12%	34%	33%
Detroit	Train Crew Starts	2	0	0	4	5	4	4	19
	Crews Delayed +2 Hours	0	0	0	1	1	1	1	4
	% Delayed +2 Hours	0%	0%	0%	25%	20%	25%	25%	21%
Philadelphia	Train Crew Starts	12	1	0	10	13	15	14	65
	Crews Delayed +2 Hours	7	0	0	4	2	5	3	21
	% Delayed +2 Hours	58%	0%	0%	40%	15%	33%	21%	32%
Selkirk	Train Crew Starts	35	9	0	33	39	40	44	200
	Crews Delayed +2 Hours	9	0	0	12	16	15	19	71
	% Delayed +2 Hours	26%	0%	0%	36%	41%	38%	43%	36%
Toledo	Train Crew Starts	19	0	0	16	28	24	29	116
	Crews Delayed +2 Hours	6	0	0	8	10	6	13	43
	% Delayed +2 Hours	32%	0%	0%	50%	36%	25%	45%	37%
Willard	Train Crew Starts	29	5	0	29	45	39	48	195
	Crews Delayed +2 Hours	9	1	0	13	10	11	21	65
	% Delayed +2 Hours	31%	20%	0%	45%	22%	28%	44%	33%

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

Surface Transportation Board Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	12/23/00	12/24/00	12/25/00	12/26/00	12/27/00	12/28/00	12/29/00	Total
Train Delay	Originating Train Starts	89	19	1	94	99	121	118	541
	Delayed Hours - Power	11	0	0	0	11	18	16	56
	Delayed Hours - Crews	69	0	0	21	14	39	38	181

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	12/23/00	12/24/00	12/25/00	12/26/00	12/27/00	12/28/00	12/29/00	Average
Crew Availability		72%	71%	70%	71%	73%	74%	74%	72%

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	12/23/00	12/24/00	12/25/00	12/26/00	12/27/00	12/28/00	12/29/00	Total
Crews/Recrews	Train Crew Starts	251	60	0	254	284	285	285	1419
	Recrews	16	6	0	3	10	15	10	60
	% Recrewed	6%	0%	0%	1%	4%	5%	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

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	12/23/00	12/24/00	12/25/00	12/26/00	12/27/00	12/28/00	12/29/00	Average

Locomotives	Gross Fleet Size	3887	3919	3897	3907	3922	3915	3923	3910
	Avg. Number Available	3522	3554	3534	3514	3506	3562	3514	3529
	OOS Ratio	6.6	6.0	5.6	6.0	6.3	6.4	6.6	6.2

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	12/23/00	12/24/00	12/25/00	12/26/00	12/27/00	12/28/00	12/29/00	Average

Train Delay	Philadelphia/South Jersey	0	2	0	2	1	5	5	2
	North Jersey	7	6	0	2	3	5	7	4
	Detroit	1	3	0	1	0	2	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

January 3, 2001

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

Dear Mr. Clemens:

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

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

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.
January 3, 2001
Page 2

This transmittal also includes three reports that we were unable to provide last week due to technical difficulties. Attached to this transmittal are the following reports for the week ending December 22, 2000: a schedule showing NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews; a confidential schedule showing Chicago Gateway Train Delays; and a confidential schedule showing Corridor Train Delays.

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

January 3, 2001

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

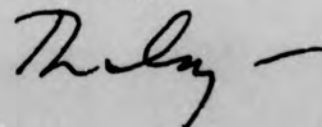
Dear Mr. Clemens:

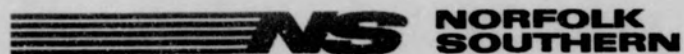
Norfolk Southern's performance metrics remain within normal operating range given normal holiday business slowdowns and severe weather on the Northern Region. The number of cars on line decreased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 34 trains were held for terminal delays, 21 trains were held for crews, and 8 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Oak Island and Pavonia and increased slightly at North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power decreased from last week while the hours of delay increased: 27 trains were delayed 227 hours for lack of crews and 11 trains were delayed for 142 hours awaiting power. Sixteen originating trains were delayed a total of 203 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 47% of the delay hours reported in the SAAs.

This transmittal also includes three reports that we were unable to provide last week due to technical difficulties. Attached to this transmittal are the following reports for the week ending December 22, 2000: a schedule showing NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews; a confidential schedule showing Chicago Gateway Train Delays; and a confidential schedule showing Corridor Train Delays. On the monitored corridors and Chicago gateway operations, 83 trains were held for terminal delays, 31 trains were held for crews, and 9 trains were held for power during the week ending December 22, 2000.

Sincerely,

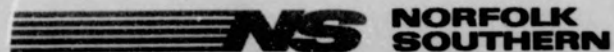
A handwritten signature in dark ink, appearing to be "Th. Long" followed by a horizontal line.



For the week ending 12/29/00

Shared Asset Area - Yard Performance

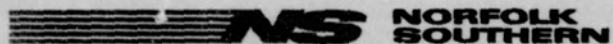
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	12/25/00	850	76	188	264		
	12/26/00	850	76	188	264	17	75.2
	12/27/00	850	106	244	350	138	49.9
	12/28/00	850	171	222	393	186	28.7
	12/29/00	850	83	235	318	141	29.8
North Yard MI Average		850	102	215	318	96	36.7
Oak Island NJ	12/25/00	1200	300	328	628		
	12/26/00	1200	300	328	628	395	73.6
	12/27/00	1200	206	270	476	357	45.3
	12/28/00	1200	450	445	895	630	33.2
	12/29/00	1200	326	307	633	406	30.0
Oak Island NJ Average		1200	316	336	652	358	43.8
Pavonia NJ	12/25/00	900	304	307	611		
	12/26/00	900	304	307	611	362	56.7
	12/27/00	900	333	305	638	484	55.5
	12/28/00	900	251	248	499	426	16.9
	12/29/00	900	265	266	531	349	19.1
Pavonia Average		900	291	287	578	324	37.8



For the week ending 12/29/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	25-Dec	0	0%	0%	0%	0%	0%
	26-Dec	2	50%	0%	0%	0%	50%
	27-Dec	4	75%	0%	0%	0%	25%
	28-Dec	4	25%	0%	25%	0%	50%
	29-Dec	4	50%	25%	0%	0%	25%
Detroit Total		14	50%	7%	7%	0%	36%
North Jersey Total	25-Dec	0	0%	0%	0%	0%	0%
	26-Dec	10	10%	30%	20%	20%	20%
	27-Dec	16	19%	31%	13%	19%	19%
	28-Dec	15	13%	27%	27%	7%	27%
	29-Dec	17	35%	12%	29%	18%	6%
North Jersey Total		58	21%	24%	22%	16%	17%
South Jersey Total	25-Dec	0	0%	0%	0%	0%	0%
	26-Dec	5	20%	0%	0%	40%	40%
	27-Dec	6	17%	0%	33%	33%	17%
	28-Dec	6	33%	33%	17%	17%	0%
	29-Dec	5	20%	20%	0%	40%	20%
South Jersey Total		22	23%	14%	14%	32%	18%
Grand Total		94	26%	19%	18%	17%	20%

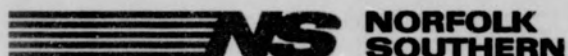


For the week ending 12/29/00

Shared Asset Area Trains Held

area	Sat 23-Dec	Sun 24-Dec	Mon 25-Dec	Tue 26-Dec	Wed 27-Dec	Thu 28-Dec	Fri 29-Dec	Grand Total
North Jersey	7	6	2	0	3	5	7	30
South Jersey	0	2	2	0	1	5	5	15
Detroit	1	3	1	0	0	2	2	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	147	114	95	135	491
Total	0	147	114	95	135	491

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

NS Northern Region Train Starts and Delays

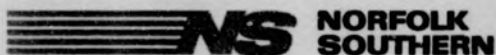
	Sunday 23-Dec	Monday 24-Dec	Tuesday 25-Dec	Wednesday 26-Dec	Thursday 27-Dec	Friday 28-Dec	Saturday 29-Dec	Grand Total
# of Train Starts	141	60	12	145	172	153	155	838
Delay Cause								
Crew Delays (hrs)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Power Delays (hrs)	49.2	0.0	0.0	36.8	54.2	165.8	117.0	422.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Sunday 23-Dec	Monday 24-Dec	Tuesday 25-Dec	Wednesday 26-Dec	Thursday 27-Dec	Friday 28-Dec	Saturday 29-Dec	average
Fleet Size	3395	3422	3435	3469	3487	3477	3485	3453
available	3162	3163	3164	3165	3166	3167	3168	3165
out of service %	6.9%	7.6%	7.9%	8.8%	9.2%	8.9%	9.1%	8.3%

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



NS Crew Starts and Delays

		Sunday 23-Dec	Monday 24-Dec	Tuesday 25-Dec	Wednesday 26-Dec	Thursday 27-Dec	Friday 28-Dec	Saturday 29-Dec	Grand Total
Allentown	crew starts	16	2	1	16	15	14	13	77
	crews delayed	7	1	0	5	4	1	6	24
Bellevue	crew starts	26	6	0	32	31	36	34	165
	crews delayed	15	4	0	9	17	16	16	77
Buffalo	crew starts	21	9	1	16	18	22	20	107
	crews delayed	3	3	0	0	1	6	3	16
Chicago	crew starts	29	14	0	22	33	35	33	166
	crews delayed	12	9	0	11	15	15	19	81
Cincinnati	crew starts	31	8	0	29	29	28	35	160
	crews delayed	9	2	0	7	3	10	8	39
Cleveland	crew starts	9	6	0	13	13	11	21	73
	crews delayed	3	2	0	5	5	4	9	28
Conway	crew starts	55	17	0	50	48	51	51	272
	crews delayed	18	6	0	23	14	14	20	95
Detroit	crew starts	15	5	0	19	16	11	15	81
	crews delayed	7	2	0	9	4	3	6	31
Elkhart	crew starts	35	12	1	31	28	39	38	184
	crews delayed	13	4	1	15	11	18	18	80
Harrisburg	crew starts	56	18	2	33	44	49	43	245
	crews delayed	22	8	0	10	21	20	17	98
Toledo	crew starts	51	14	4	54	51	47	57	278
	crews delayed	25	2	0	19	15	20	17	98

Notes:

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

NS Northern Region Daily Crew Availability Percentage

	Sunday 23-Dec	Monday 24-Dec	Tuesday 25-Dec	Wednesday 26-Dec	Thursday 27-Dec	Friday 28-Dec	Saturday 29-Dec	average
availability%	71%	67%	64%	67%	72%	73%	73%	70%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Sunday 23-Dec	Monday 24-Dec	Tuesday 25-Dec	Wednesday 26-Dec	Thursday 27-Dec	Friday 28-Dec	Saturday 29-Dec	Grand Total
crew starts	284	110	9	247	280	287	301	1518
recrews	13	10	1	13	18	17	11	83

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

4-20-00

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NEW YORK

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

HONG KONG
LONDON
SHANGHAI
SINGAPORE
TOKYO

FOUNDED 1866

WRITER'S DIRECT NUMBER
(202) 736-8071

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

April 20, 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
APR 21 2000
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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: SR 7 Grade Crossing in Berryville, Clarke County, Virginia

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 SR 7, FRA ID 468599F, in Berryville, Clarke County, Virginia. 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 engaged in discussions with the Virginia Department of Rail and Public Transportation concerning the Commonwealth's preferences with respect to the safety enhancement for this grade crossing. The Virginia Department of Rail and Public Transportation has informed Norfolk Southern that the SR 7 grade crossing in Berryville is not

The Honorable Vernon A. Williams

April 20, 2000

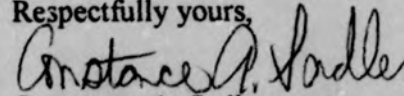
Page 2

conductive to the installation and operation of either four-quadrant gates or median barriers, due to the physical lay-out of the grade crossing. An alternative package of grade crossing safety enhancements is presently under consideration by the Virginia Department of Rail and Public Transportation.

The Virginia Department of Rail and Public Transportation has requested that Norfolk Southern seek from the Board an extension of the August 22, 2000 deadline so that the Commonwealth and Norfolk Southern can continue their consideration of the preferred alternative safety enhancements for the SR 7 grade crossing. A copy of the Commonwealth's letter to Norfolk Southern seeking an extension of time, dated April 19, 2000, is enclosed. In accordance with its discussions with the Virginia Department of Rail and Public Transportation and the request communicated in the April 19, 2000 letter, Norfolk Southern respectfully requests that the deadline for compliance with Environmental Condition 8(A) with respect to the SR 7 grade crossing in Berryville, Virginia be extended by one year until August 22, 2001.

Thank you for your assistance in this matter. 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

Enclosure

cc: Elaine K. Kaiser
Joseph E. Ketron, Transportation Engineer Senior, VA Dept. of Rail and Public Trans.

**COMMONWEALTH of VIRGINIA**

LEO J. BEVON
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, 23219-1939

(804) 786-7940
FAX (804) 786-7286
VIRGINIA RELAY CENTER
(800) 828-1120 (TDD)

April 19, 2000

SR-7
Berryville, VA
DOT: 468-599F

File: 061-13.796

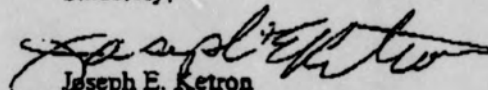
Mr. E. L. Sweeney, Chief Engineer
C & S Engineering
Norfolk Southern Corporation
99 Spring Street, S. W.
Atlanta, GA 30303

Dear Mr. Sweeney

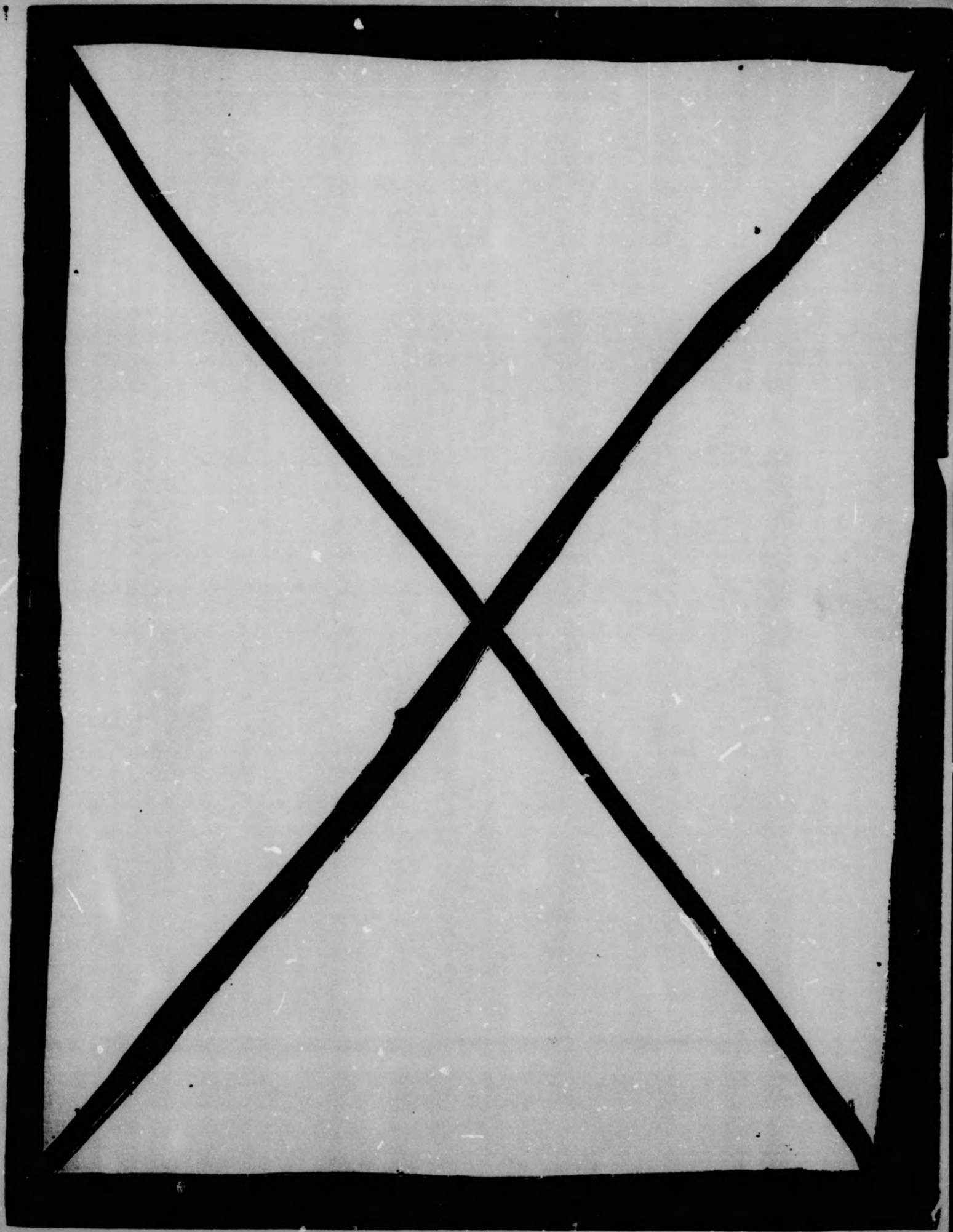
It would be appreciated if you could grant us and/or get the STB to grant us some additional time to solve the problem with the above mentioned project. Your solutions have given us some problems as to where to set the poles. Any help you could give us would be appreciated.

Thank you in advance for your help.

Sincerely,


Joseph E. Ketron
Transportation Engineer Senior

Leading Virginia To Greater Mobility



STB

FD-33388

4-20-00

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198 273

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LOS ANGELES
NEW YORK

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

HONG KONG
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April 20, 2000

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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

APR 21 2000

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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: Loomis St., Ripley, NY

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 Loomis Street in the Town of Ripley in Chautauqua County, New York. 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 New York Department of Transportation ("NYDOT") that, following public input from the citizens of Ripley and state evaluation of the Loomis Street at-grade crossing, the preferred alternative is to close this crossing. NYDOT has asked Norfolk Southern to refrain from installing any improvements at this grade crossing while it works through the necessary proceedings to issue a closure order. Enclosed is a copy of a December 15, 1999 letter received by Norfolk Southern from Clarence W. Scott, Director, Intermodal Projects of NYDOT. As indicated in that letter, NYDOT is

The Honorable Vernon A. Williams

April 20, 2000

Page 2

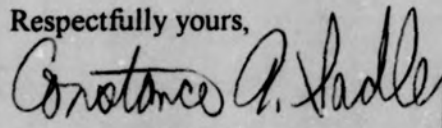
planning a Regulatory Hearing seeking to close and remove the affected Loomis Street grade crossing on the Norfolk Southern rail line. Following the hearing, the state expects that a decision and order to close the Loomis Street grade crossing will be issued.

Because the precise schedule for NYDOT issuance of such an order is uncertain, Norfolk Southern seeks STB approval of an extension of time for one year in which to complete a negotiated agreement with the Town of Ripley and NYDOT which will 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 Loomis Street grade crossing in the Town of Ripley in Chautauqua County, New York 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
Clarence W. Scott, Director, Intermodal Projects, NYDOT



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
ALBANY, N.Y. 12232
<http://www.dot.state.ny.us>

JOSEPH H. BOARDMAN
COMMISSIONER

GEORGE E. PATAKI
GOVERNOR

December 15, 1999

Mr. W. C. Johnson
Chief Engineer
Norfolk Southern Corp.
99 Spring Street, SW
Atlanta, GA 30303

RE: LOOMIS STREET GRADE CROSSING AT NORFOLK SOUTHERN, LAKE DIVISION,
BUFFALO DISTRICT, MP B66.80, AAR# 471-825F, TOWN OF RIPLEY, CHAUTAUQUA CO.

Dear Mr. Johnson:

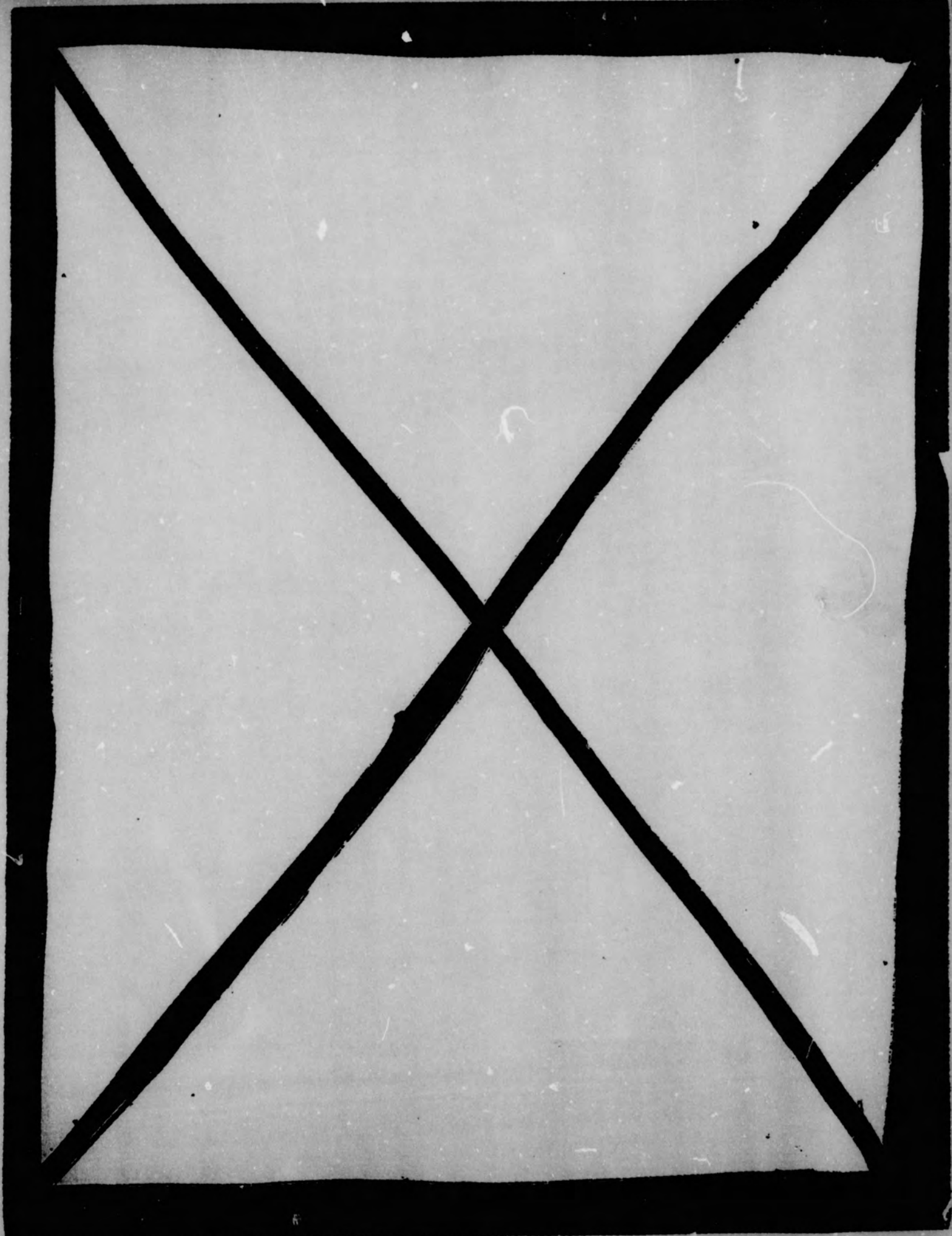
In response to your letter of November 30, 1999 regarding the Surface Transportation Board's request to upgrade the subject crossing, please note the following. It is our intention to request a Regulatory Hearing to close and remove the Loomis Street grade crossings of both the Norfolk Southern and CSX Transportation railroads in Ripley, New York. We expect such a Hearing to be scheduled later this winter or in the early spring of 2000. In the coming weeks our office will be in touch with your manager of Grade Crossing Safety (West), Mr. W. R. Hughes, to arrange the details of scheduling this Hearing.

A decision and order resulting from a Regulatory Hearing could be expected in late spring of 2000. In addition, the Department is having discussions with the Town on a general plan that would involve separation and closure of several other local grade crossings.

In the meantime, if you have any questions on this matter, feel free to contact Ed Rosen of my staff at (518) 457-1046.

Sincerely,

CLARENCE W. SCOTT
Director, Intermodal Projects



STB

FD-33388

4-20-00

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SURFACE TRANSPORTATION BOARD

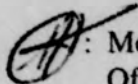
Memorandum

198272



DATE: April 20, 2000

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

ENTERED
Office of the Secretary

APR 21 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 Reminger



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

April 19, 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 14th.

This week there was little change in key system measurements. Terminal dwell hours moved from 32.8 to 32.9 hours. Overall train velocity improved from 17.3 to 17.7 miles-per-hour, and average daily total cars on-line increased from 272,219 to 272,755.

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 moved slightly unfavorable from the prior week.

Yards and Terminals

CSX continued to have heavy customer loadings again this week, which contributed to higher car volumes. Overall dwell hours were essentially unchanged, from 32.8 to 32.9 hours compared to the prior week. This week, eight 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 I - 95 corridor. Second place belonged to the East St. Louis to Northeast corridor. Overall, the on-time-to-two-hours-late category remained the same and the percent of trains in the greater-than-six-hours-late category improved two percentage points from the prior week.

Shared Areas

Daily average on hand cars increased slightly from last week at Oak Island and decreased slightly at North Yard and Pavonia. Overall terminal dwell time was 25.6 hours, down slightly from last week's 26.5. The chief driver of performance was an improvement in the elapsed time for inbound local traffic at Detroit North Yard, followed by improvements in both inbound and outbound traffic at Pavonia. For the week, there were a total of 46 trains delayed for CSXT and NS; 24 for crew, 16 for power, and 6 for late arrivals.

Additional Measurements

Train Delay Metric: For 825 train starts, Train Delay totaled 161 hours for Power and 226 hours for Crew. Train starts remained about the same, while Crew delays and Power 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 29.2% for the week, a favorable movement from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 82%, down one percentage point from the prior week.

Daily Number of Recrews Required: Of 1989 crew starts, 91 (5%) were recrews, which is one percentage point worse 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 = 4308, Average Available = 3923, and Out-of-Service Ratio = 5.5%, which is a slight improvement from the prior week.

Cars Offered in Interchange: averaged 344 cars daily, of which 134 were allocated to Norfolk Southern. This was an increase in the daily average, but a slight decrease with the NS from the prior week.

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

On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh - Washington) and 84% for 81 MARC trains (West Virginia - Washington). Amtrak delays were mostly attributed to maintenance of way work and slow order due to a CSX derailment the prior week.

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

Although this report generally shows level or improving service, the number of cars on-line remains higher than expected. As performance improves further, there will be natural pressures leading to a reduction in the number of cars needed to support customer loadings.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 04/14/00

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00
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	521	352	566	227	466
	Dwell Hours	29.1	31.7	29.9	23.8	33.8
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	309	379	502	411	338
	Dwell Hours	39.9	26.0	23.1	21.2	25.5
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	166	328	272	326	394
	Dwell Hours	16.8	24.8	19.6	18.0	11.9

CSX Comments: Daily average on hand cars increased slightly from last week at Oak Island and decreased slightly at North Yard and Pavonia. Overall terminal dwell time was 25.6 hours, down slightly from last week's 26.5. The chief driver of performance was an improvement in the elapsed time for inbound local traffic at Detroit North Yard, followed by improvements in both inbound and outbound traffic at Pavonia.

Surface Transportation Board

Performance Measures

For the week ending: 04/14/00

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00
North Jersey SAA	Number of Originations	14	11	13	11	16
	% Ontime	14%	27%	15%	27%	31%
	% Late 0-2 Hours	7%	18%	8%	9%	19%
	% Late 2-4 Hours	36%	27%	8%	18%	13%
	% Late 4-6 Hours	14%	9%	23%	18%	13%
	% Late GT 6 Hours	29%	18%	46%	27%	25%
South Jersey SAA	Number of Originations	4	6	5	5	6
	% Ontime	25%	33%	20%	20%	67%
	% Late 0-2 Hours	0%	0%	20%	20%	0%
	% Late 2-4 Hours	50%	33%	20%	20%	17%
	% Late 4-6 Hours	0%	17%	0%	40%	17%
	% Late GT 6 Hours	25%	17%	40%	0%	0%
Detroit SAA	Number of Originations	5	9	7	10	9
	% Ontime	40%	0%	29%	40%	11%
	% Late 0-2 Hours	40%	44%	14%	20%	11%
	% Late 2-4 Hours	20%	0%	14%	10%	22%
	% Late 4-6 Hours	0%	33%	0%	0%	33%
	% Late GT 6 Hours	0%	22%	43%	30%	22%

CSX Comments: Road train delays for crew and power decreased over the prior week. 6 originating trains were delayed due to late arrivals from the CSXT and/or NS.

Surface Transportation Board

Performance Measures

For the week ending: 04/14/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00	Average
Cars Offered	NS	225	163	210	25	49	134
	All Other	124	101	122	339	363	210
	Total	349	264	332	364	412	344

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	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00	Total
Blocked	Sidings	2	1	0	0	0	3
	Multiple Main Lines	2	2	3	0	0	7
	Total	4	3	3	0	0	10

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	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	100%	50%	50%	40%
MARC	Trains	15	15	15	18	18	81
	% On Time	93%	87%	100%	72%	72%	84%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 04/14/00

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	04/08/00	04/09/00	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00	Total
Baltimore	Train Crew Starts	18	18	15	16	17	17	17	118
	Crews Delayed +2 Hours	11	12	7	9	12	10	10	71
	% Delayed +2 Hours	61%	67%	47%	56%	71%	59%	59%	60%
Buffalo	Train Crew Starts	46	41	30	46	47	51	49	310
	Crews Delayed +2 Hours	6	12	6	8	7	12	11	62
	% Delayed +2 Hours	13%	29%	20%	17%	15%	24%	22%	20%
Chicago	Train Crew Starts	22	19	27	28	27	26	23	172
	Crews Delayed +2 Hours	10	6	13	7	12	10	6	64
	% Delayed +2 Hours	45%	32%	48%	25%	44%	38%	26%	37%
Cincinnati	Train Crew Starts	37	35	39	33	32	34	34	244
	Crews Delayed +2 Hours	1	2	2	2	6	6	2	21
	% Delayed +2 Hours	3%	6%	5%	6%	19%	18%	6%	9%
Cleveland	Train Crew Starts	27	26	24	31	29	23	30	190
	Crews Delayed +2 Hours	12	10	3	6	10	7	13	61
	% Delayed +2 Hours	44%	38%	13%	19%	34%	30%	43%	32%
Cumberland	Train Crew Starts	33	34	33	36	31	36	31	234
	Crews Delayed +2 Hours	8	3	5	2	3	3	6	30
	% Delayed +2 Hours	24%	9%	15%	6%	10%	8%	19%	13%
Detroit	Train Crew Starts	5	3	5	6	9	7	9	44
	Crews Delayed +2 Hours	0	1	2	2	4	1	2	12
	% Delayed +2 Hours	0%	33%	40%	33%	44%	14%	22%	27%
Philadelphia	Train Crew Starts	11	11	10	10	9	10	6	67
	Crews Delayed +2 Hours	3	5	5	3	1	6	0	23
	% Delayed +2 Hours	27%	45%	50%	30%	11%	60%	0%	34%
Selkirk	Train Crew Starts	43	38	31	43	45	47	48	295
	Crews Delayed +2 Hours	16	21	13	13	21	19	18	121
	% Delayed +2 Hours	37%	55%	42%	30%	47%	40%	38%	41%
Toledo	Train Crew Starts	26	33	35	29	29	35	32	219
	Crews Delayed +2 Hours	9	12	11	5	10	10	7	64
	% Delayed +2 Hours	35%	36%	31%	17%	34%	29%	22%	29%
Willard	Train Crew Starts	43	45	35	47	49	45	41	305
	Crews Delayed +2 Hours	10	12	6	10	13	4	5	60
	% Delayed +2 Hours	23%	27%	17%	21%	27%	9%	12%	20%

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

Surface Transportation Board

Performance Measures

For the week ending: 04/14/00

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	04/08/00	04/09/00	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00	Total
Train Delay	Originating Train Starts	105	117	114	114	120	124	131	825
	Delayed Hours - Power	32	49	7	13	8	7	45	161
	Delayed Hours - Crews	16	59	43	20	34	30	24	226

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	04/08/00	04/09/00	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00	Average
Crew Availability	% Available	82%	81%	81%	82%	84%	84%	83%	82%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	04/08/00	04/09/00	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00	Total
Crews/Recrews	Train Crew Starts	277	273	266	289	284	302	293	1989
	Recrews	5	20	18	17	7	14	10	91
	% Recrewed	2%	7%	7%	6%	2%	5%	3%	5%

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

Surface Transportation Board

Performance Measures

For the week ending: 04/14/00

CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	04/08/00	04/09/00	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00	Average

Locomotives	Gross Fleet Size	4296	4326	4311	4290	4300	4312	4318	4308
	Avg. Number Available	3904	3925	3949	3932	3921	3941	3892	3923
	OOS Ratio	5.6	5.5	5.5	5.3	5.4	5.3	5.6	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	04/08/00	04/09/00	04/10/00	04/11/00	04/12/00	04/13/00	04/14/00	Average

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

George A. Aspatore
General Solicitor

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

April 19, 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. 33386, for the week ending April 14, 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.
April 19, 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 19, 2000

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

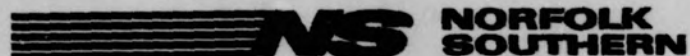
Dear Mr. Clemens:

Norfolk Southern continues to maintain fluidity in its rail operations. The number of cars on line increased slightly, but the average train speed increased and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 74 trains were held for terminal congestion, 24 trains were held for power, and 22 trains were held for crews.

With respect to our customer service hotline in Buffalo, NS received six calls from two different parties. All but two 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.

Operations in the Shared Assets Areas yielded consistent results with prior weeks. Daily average on-hand car volumes increased slightly at Oak Island and decreased slightly at North Yard and Pavonia. The volumes at each yard are within normal fluctuations. Average terminal dwell time decreased due to an improvement in the elapsed time for inbound local traffic at North Yard and improvements in both inbound and outbound traffic at Pavonia. Lack of crews resulted in 24 trains being delayed for 143 hours, while 16 trains were held for 189 hours awaiting power. Additionally, six originating trains were delayed for 21 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 72% of the train delay hours in the SAAs.

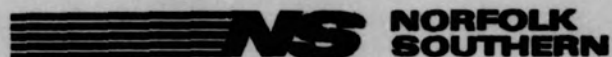
Sincerely,



For the week ending 4/14/00

Shared Asset Area - Yard Performance

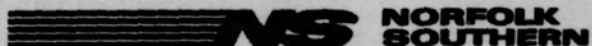
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	4/10/00	850	151	221	372	166	16.8
	4/11/00	850	113	199	312	328	24.8
	4/12/00	850	115	208	323	272	19.6
	4/13/00	850	127	191	318	326	18.0
	4/14/00	850	182	217	399	394	11.9
North Yard MI Average		850	138	207	345	297	18.0
Oak Island NJ	4/10/00	1200	416	309	725	521	29.1
	4/11/00	1200	361	282	643	352	31.7
	4/12/00	1200	343	307	650	566	29.9
	4/13/00	1200	406	311	717	227	23.8
	4/14/00	1200	554	442	996	466	33.8
Oak Island NJ Average		1200	416	330	746	426	30.2
Pavonia NJ	4/10/00	900	280	284	564	309	39.9
	4/11/00	900	289	374	663	379	26.0
	4/12/00	900	377	362	739	502	23.1
	4/13/00	900	337	370	707	411	21.2
	4/14/00	900	293	220	513	338	25.5
Pavonia Average		900	315	322	637	388	26.4



For the week ending 4/14/00

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	4/10/00	5	40%	40%	20%	0%	0%
	4/11/00	9	0%	44%	0%	33%	22%
	4/12/00	7	29%	14%	14%	0%	43%
	4/13/00	10	40%	20%	10%	0%	30%
	4/14/00	9	11%	11%	22%	33%	22%
Detroit Total		40	23%	25%	13%	15%	25%
North Jersey Total	4/10/00	14	14%	7%	36%	14%	29%
	4/11/00	11	27%	18%	27%	9%	18%
	4/12/00	13	15%	8%	8%	23%	46%
	4/13/00	11	27%	9%	18%	18%	27%
	4/14/00	16	31%	19%	13%	13%	25%
North Jersey Total		65	23%	12%	20%	15%	29%
South Jersey Total	4/10/00	4	25%	0%	50%	0%	25%
	4/11/00	6	33%	0%	33%	17%	17%
	4/12/00	5	20%	20%	20%	0%	40%
	4/13/00	5	20%	20%	20%	40%	0%
	4/14/00	6	67%	0%	17%	17%	0%
South Jersey Total		26	35%	8%	27%	15%	15%
Grand Total		131	25%	15%	19%	15%	25%

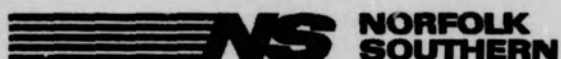


For the week ending 4/14/00

Shared Asset Area Trains Held

area	Sat 08-Apr	Sun 09-Apr	Mon 10-Apr	Tue 11-Apr	Wed 12-Apr	Thu 13-Apr	Fri 14-Apr	Grand Total
North Jersey	2	4	1	4	2	1	3	17
South Jersey	3	1	2	3	2	1	3	15
Detroit	2	3	3	4	1	0	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	127	102	38	0	0	267
other	0	32	0	0	12	44
Total	127	134	38	0	12	311

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

NS Northern Region Train Starts and Delays

	Saturday 8-Apr	Sunday 9-Apr	Monday 10-Apr	Tuesday 11-Apr	Wednesday 12-Apr	Thursday 13-Apr	Friday 14-Apr	Grand Total
# of Train Starts	174	151	145	187	198	175	184	1214
Delay Cause								
Crew Delays (hrs)	0.0	2.1	0.0	4.3	0.0	19.8	9.7	35.8
Power Delays (hrs)	16.5	17.0	0.0	32.3	9.3	0.0	9.8	84.8

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

track	Monday 10-Apr	Tuesday 11-Apr	Wednesday 12-Apr	Thursday 13-Apr	Friday 14-Apr	total
Multiple Main	0	0	0	0	0	0
Siding	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0

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

Locomotive Fleet Statistics

	Saturday 8-Apr	Sunday 9-Apr	Monday 10-Apr	Tuesday 11-Apr	Wednesday 12-Apr	Thursday 13-Apr	Friday 14-Apr	average
Fleet Size	3574	3599	3647	3666	3616	3612	3590	3615
available	3333	3343	3446	3474	3417	3369	3355	3391
out of service %	6.7%	7.1%	5.5%	5.2%	5.5%	6.7%	6.5%	6.2%

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

NS Crew Starts and Delays

		Saturday 8-Apr	Sunday 9-Apr	Monday 10-Apr	Tuesday 11-Apr	Wednesday 12-Apr	Thursday 13-Apr	Friday 14-Apr	Grand Total
Allentown	crew starts	11	14	15	16	19	17	15	107
	crews delayed	3	7	4	3	3	6	4	30
Bellevue	crew starts	44	46	40	45	41	49	43	308
	crews delayed	21	26	15	17	20	18	28	145
Buffalo	crew starts	21	23	22	28	27	27	27	175
	crews delayed	5	6	7	6	4	5	4	37
Chicago	crew starts	33	39	37	28	44	33	38	252
	crews delayed	16	16	15	13	16	14	17	107
Cincinnati	crew starts	37	35	39	34	43	36	38	262
	crews delayed	4	11	15	7	12	8	12	69
Cleveland	crew starts	17	14	19	23	18	20	21	132
	crews delayed	3	4	7	3	5	6	5	33
Conway	crew starts	55	49	42	46	55	58	53	358
	crews delayed	18	12	14	12	21	16	12	105
Detroit	crew starts	25	13	20	21	24	25	16	144
	crews delayed	8	3	5	8	8	10	8	50
Elkhart	crew starts	41	38	37	42	43	45	48	294
	crews delayed	16	13	16	12	14	15	14	100
Harrisburg	crew starts	58	46	39	49	55	56	52	355
	crews delayed	21	17	10	13	14	21	19	115
Toledo	crew starts	59	51	55	48	52	59	62	386
	crews delayed	12	8	7	7	8	6	12	60

Notes:

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

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

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

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 8-Apr	Sunday 9-Apr	Monday 10-Apr	Tuesday 11-Apr	Wednesday 12-Apr	Thursday 13-Apr	Friday 14-Apr	average
availability%	80%	79%	81%	81%	84%	84%	83%	82%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 8-Apr	Sunday 9-Apr	Monday 10-Apr	Tuesday 11-Apr	Wednesday 12-Apr	Thursday 13-Apr	Friday 14-Apr	Grand Total
crew starts	353	304	279	327	349	348	334	2294
recrews	16	24	27	10	14	14	10	115

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

