

STB

FD-33388

4-13-00

D

198098

SURFACE TRANSPORTATION BOARD

Memorandum

198098

ENTERED
Office of the Secretary

APR 13 2000

DATE: April 13, 2000



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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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

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

R.J. Haulter
Assistant Vice President-Integration Planning

April 3, 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 |
| Information Technology | Pages 4-7 |
| Customer Service | Pages 8-9 |
| Training..... | Page 10 |

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

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

Very truly yours,

Bob Haulter

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

Paul R. Hitchcock - J150
Senior Counsel

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

Table of Contents

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 |
| Information Technology | Pages 4-7 |
| Customer Service | Pages 8-9 |
| Training..... | Page 10 |

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2000

LABOR

Labor Implementing Agreements

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

Labor Management Task Force

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

| Location | Project | Status | Expected Completion Date |
|--|---|-------------|--------------------------|
| 1) Greenwich, Ohio to Pine Junction, Indiana | Construct 2 nd main track with TCS on B&O including connections. | Complete | 4Q 98 |
| 2) Quaker to Greenwich, Ohio | Construction by Conrail of 2 nd main track with TCS. | Complete | 4Q 98 |
| 3) Willard, Ohio | Yard Expansion | Complete | 1Q 99 |
| 4a) Crestline, Ohio | a) Construct or rehabilitate connection tracks with Indianapolis Line. | a) Complete | 2Q 99 |
| 4b) Sidney, Ohio | b) Connection Track | b) Complete | 4Q 98 |
| 4c) Marion, Ohio | c) Rehabilitate Connection Track | c) Complete | 1Q 99 |
| 5) Carleton, Michigan | Connect track with Conrail | Complete | 4Q 98 |
| 6a) Alice, Indiana | a) Siding Extension | a) Complete | a) 3Q 98 |
| 6b) Harwood, Indiana | b) Siding Extension | b) Complete | b) 4Q 98 |
| 7a) Chicago, Illinois | a) Intermodal Expansions | a) Complete | a) 3Q 98 |
| 7b) Cleveland, Ohio | b) Intermodal Expansions | b) Complete | b) 1Q 99 |
| 7c) Philadelphia, Pennsylvania | c) Intermodal Expansions | c) Underway | c) 2Q 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 March 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2000

INFORMATION TECHNOLOGY

Information Technology

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

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

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2000

INFORMATION TECHNOLOGY

| Operating Area | Implementation Strategy | Status | Training |
|---|--|---|---|
| Operations Personnel Crew Management | <p>Separation of callings desks (CSX, NS, SAC) in Dearborn, MI has been pre-negotiated and is in place. There will be a phased roll-out of eight calling desks to TECS – the CSX Crew Calling System. The first desk will be rolled out 50 days after Day 1.</p> <p>T&E Crews will continue to submit paper time sheets to Dearborn, MI until the TECS desk roll-out is completed. Paperless payroll implementation will take place 2 weeks after each TECS desk implementation. The entire roll-out will take approximately seven months.</p> | <p>Systems development in process and on schedule.</p> <p>The TECS desk roll-out is still on schedule.</p> <p>All desks have been cut over to TECS.</p> <p>Paperless payroll training was completed Dec. 10, 1999</p> <p>Crew Callers have been moved from Dearborn to Jacksonville – Crew Management is complete.</p> | <p>CSX Payroll officers will train T&E employees on the CSX Payroll system immediately following the implementation of TECS. Local Chairman will participate in the training. Training documents have been prepared and presented to Conrail personnel.</p> <p>Training sessions have been completed.</p> |
| Transportation Car Management and Movement | <p>Field personnel will continue using Conrail application systems supporting yard inventory, train consisting and work orders after Day 1.</p> <p>Disposition and management of empty cars will occur in Jacksonville using CSX systems after Day 1 to ensure coordinated system wide transportation operations.</p> <p>Customers on the acquired territory will continue to order empty cars and obtain information on order status as they do today.</p> <p>CSX systems will be rolled-out to the acquired Conrail territory in 4 phases after Day 1.</p> | <p>Systems development in process and on schedule.</p> <p>Toledo Stanley Yard was cut-over to CSX systems July 27th.</p> <p>Chunk 1 Field Rollout including Indianapolis was successfully cut-over on Oct 11.</p> <p>Chunk 2 including Cleveland, Collinwood and Columbus, Ohio was successfully cut-over on January 10.</p> <p>Chunk 3 including Buffalo & Syracuse was successfully cut-over on March 13, 2000.</p> <p>The final field rollout chunk is scheduled for May 8, 2000.</p> | <p>Training of affected field location and Customer Service personnel to begin 30 days prior to each field roll-out phase.</p> <p>Training for next Field Roll-out began 03/27</p> |

STB OPERATIONAL MONITORING REPORT

As of March 31, 2000

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2000

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2000

Customer Service Progress Report

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

The Transition Process

The conversion to CSXT information systems for the third major segment of the former Conrail territory was implemented March 13, 2000, on schedule. We are now planning for the fourth regional area to be cut over to CSX systems on May 8, 2000. Key locations included in this final implementation include Selkirk, NY and territories in the States of Massachusetts and New Jersey. "Lessons learned" from the first three implementations are being incorporated into the new workplan.

Personnel

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2000

Customer Service Progress Report Continued

Customer Familiarization

The customer familiarization processes used previously will also be duplicated. Tariffs will be published and distributed for supplemental billing purposes, and procedures put in place to convert the records for the *first 8 days of May* from the Conrail to the CSX demurrage system, so the customers will see only one bill for the month. All customers will be notified of impending changes, including a personal visit by the CSX Marketing Group. Customers will also be contacted by our Electronic Commerce group.

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2000

STB Status Submission Report on Training

Clerical Employees

Field rollout training was completed in the Buffalo/Syracuse area. As the new systems were implemented, we supported the cutover by offering on-site coaching. The training schedule for remaining clerical employees at Albany, Framingham, and South Kearney is complete. We will begin their one-on-one training sessions on April 3.

Train & Engine Service Employees

Field rollout (FRO) training designed for train service employees to learn how to use and complete CSX Train Documentation was completed for the 300+ conductors and trainmen in the Buffalo/Syracuse area. The successful system cutover in this area was completed in mid-March. Training for 400+ train service employees in the remaining territories began on March 25, 2000.

Field Transportation Supervisors

Field rollout training for most of the New York area was completed on March 9th. A total of 37 Yardmasters and 16 Trainmasters received rollout training. The field rollout training consisted of applications related to train movement, both in terminals/yards and on the line-of-road. Implementation in this area began on March 13th and was completed on March 26th. Coaches were provided for on-the-job assistance during the implementation period. Coaching for the implementation consisted of sitting with Trainmasters and Yardmasters on the job to assist with mainframe applications relative to train movement. Training for the remaining territories began on March 27.

Customer Service

Customer service representative field rollout training for employees covering customer service functions for the New Jersey and Massachusetts areas is progressing on schedule. The final class begins April 3, 2000. Simulations are scheduled for the two weeks prior to the May 8th rollout. Electronic Train Closeout reporting will be included in this training to support the pilot field rollout of this new process. Traveling specialists in Pittsburgh will be trained to provide floor support of this new process at the National Customer Service Center during cutover.

Network Operations

Network Operations mainframe training in Albany was conducted March 7-16. The 79 people trained consisted of Supervisors of Train Operations, Assistant Chief Dispatchers, Train Dispatchers, and Clerks.

Maquiling B. Parkerson
Attorney

(757) 533-4839
fax (757) 533-4872
E-mail: maqui.parkerson@nscorp.com

April 12, 2000

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

Dear Mr. Clemens,

Enclosed is Norfolk Southern's Monitoring Report dated March 31, 2000.
Please let me know if you need any additional information.

Sincerely,

Enclosure

Norfolk Southern Corporation

STB Operational Monitoring Report

As of March 31, 2000

| Reporting Requirement | Page |
|---|-------------|
| Item 1. Labor Implementing Agreements..... | 2 |
| Item 2. Construction and Other Capital Projects | 3 |
| Item 3. Information Technology | 9 |
| Item 4. Customer Service..... | 11 |
| Item 5. Power and Rolling Stock | * |
| Item 6. Car Management, Crew Management and Dispatching | 8 |
| Item 7. Shared Assets Areas | * |
| Item 8. Monongahela Coal Area | 3 |
| Item 9. Cleveland Operations | 3 |
| Item 10. Chicago Gateway Operations | * |
| Item 11. Yards and Terminals | * |
| Item 12. On Time Performance..... | * |
| Item 13. The Conrail Transaction Council..... | * |
| Item 14. Labor Task Forces..... | 2 |

Note: Bold print indicates changes from previous report.

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

Surface Transportation Board Operational Monitoring Report

As of March 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 March 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Surface Transportation Board Operational Monitoring Report

As of March 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

| Location | | Project | Dept | Phase | Status |
|------------------------|----|--|----------|---------------------|------------------------|
| Oak Harbor | OH | Construct track connection Estimated Completion Date: Complete | Land | | Complete |
| | | | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| | | | Signal | Design | Complete |
| Pattensburg | NJ | Clearance-9 Bridges Estimated Completion Date: Complete | Bridge | Design | Complete |
| | | | | Const | Complete |
| | | | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| Pattensburg | NJ | Siding Extensions Estimated Completion Date: Complete | Signal | Design | Complete |
| | | | | Const | Complete |
| | | | Bridge | Design | Complete |
| | | | | Const | Complete |
| | | | | Const | Complete |
| Pattensburg | NJ | Tunnel Clearance Estimated Completion Date: Complete | Bridge | Design | Complete |
| | | | | Const | Complete |
| Philadelphia | PA | Construct crossover - Zoo Estimated Completion Date: Undetermined | Track | Design | Project being defined. |
| | | | | Grading | |
| | | | Signal | Const | |
| | | | | Design | |
| Piney Flats | TN | Extend siding 6,610 feet Estimated Completion Date: Complete | Land | | Complete |
| | | | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| | | | Signal | Design | Complete |
| Port Reading | NJ | Chemical Coast Clearance Projects Estimated Completion Date: Complete | Track | Design | Complete |
| | | | | Const | Complete |
| | | | Bridge | Design | Complete |
| | | | | Const | Complete |
| | | | | Const | Complete |
| Rader | TN | Extend siding 5,189 feet Estimated Completion Date: Complete | Land | | Complete |
| | | | Track | Design | Complete |
| | | | | 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 Estimated Completion Date: Complete | Track | Design | Complete |
| | | | Building | Grade/Pave Const | Complete Complete |

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

CONSTRUCTION AND OTHER CAPITAL PROJECTS

| Location | Project | Dept | Phase | Status |
|----------------------|--|--------|----------------------------|--|
| Sandusky-Columbus | OH Double track: S 13.60 – S 26.00 Estimated Completion Date: Complete | Track | Design | Complete |
| | | | Grading | Complete |
| | | | Const | Complete |
| | | Signal | Design Const | Complete Complete |
| Sandusky-Columbus | OH Double track: S 78.10 – S 88.40 Estimated Completion Date: 2Q00 | Land | | In progress |
| | | Track | Design Grading | In progress |
| | | | Const | |
| | | Signal | Design Const | Complete |
| Sandusky-Columbus | OH Double track: S 88.20 – S 95.60 Estimated Completion Date: 2Q00 | Land | | In progress |
| | | Track | Design Grading | Complete |
| | | | Const | Complete |
| | | Signal | Design Const | In progress Complete In progress |
| Sidney | IL Construct track connection Estimated Completion Date: Complete | Track | Design Grading Const | Complete Complete Complete |
| | | | | |
| | | | | |
| | | Signal | Design Const | Complete Complete |
| Sido | MO Double tracking 36,458 track feet Estimated Completion Date: Complete | Track | Design Grading Const | Complete Complete Complete |
| | | | | |
| | | | | |
| | | Bridge | Design Const | Complete Complete |
| | | Signal | Design Const | Complete Complete |
| | | | | |
| Sloan | IL Extend siding 5,027 track feet Estimated Completion Date: Complete | Track | Design Grading Const | Complete Complete Complete |
| | | | | |
| | | | | |
| | | Signal | Design Const | Complete Complete |
| Southern Tier | NY Southern Tier Rehabilitation Estimated Completion Date: Undetermined | Track | Const | Project being defined. |
| | | Bridge | Design Const | In progress |
| St. Louis (Mitchell) | MO Expand Mitchell Triple Crown Terminal Estimated Completion Date: 2Q00 | Track | Design Grade/Pave | Complete In progress |
| | | | | |
| | | Signal | Design Const | Complete Complete |
| Toledo | OH Intermodal Terminal Estimated Completion Date: Undetermined | Track | Design Grade/Pave | Project being defined. |
| Tolono | IL Track Connection Estimated Completion Date: 2Q00 | Track | Design Grading Const | Complete Complete Complete |
| | | | | |
| | | | | |
| | | Signal | Design Const | Complete In progress |

Surface Transportation Board Operational Monitoring Report

As of March 31, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

| Location | Project | Dept | Phase | Status |
|------------|--|--------|---------|----------|
| Vermillion | OH Track Connection Estimated Completion Date: Complete | Land | | Complete |
| | | Track | Design | Complete |
| | | | Grading | Complete |
| | | | Const | Complete |
| | | Signal | Design | Complete |
| | | | Const | Complete |
| Wabash | IN Construct connection track Estimated Completion Date: Complete | Track | Const | 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 March 31, 2000

INFORMATION TECHNOLOGY

Systems and Personnel Training

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

Surface Transportation Board Operational Monitoring Report

As of March 31, 2000

INFORMATION TECHNOLOGY

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

Note: Bold print indicates changes from previous report.

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

Surface Transportation Board Operational Monitoring Report

As of March 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.

SURFACE TRANSPORTATION BOARD

Memorandum

ENTERED
Office of the Secretary

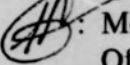
APR 13 2000

Part of
Public Record



DATE: April 13, 2000

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

FROM  : Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

April 12, 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 7th.

This week showed a slight improvement over the prior week in terminal dwell, moving from 33.0 to 32.8 hours. On the other hand, overall train velocity decreased slightly, moving from 17.7 to 17.3 miles-per-hour, and average daily total cars on-line increased, from 270,965 to 272,219.

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 improved 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 moved slightly favorable, from 33.0 to 32.8 hours from the prior week. This week, 10 of the 14 terminals showed improvement in terminal dwell.

Corridor Performance

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

Shared Areas

Daily average on hand cars increased slightly from last week at Pavonia and Oak Island and decreased slightly at North Yard. Overall terminal dwell time was 26.5 hours, up slightly from the prior reporting week. The chief driver of performance was an increase in the elapsed time for inbound local traffic at Detroit North Yard, followed by increased outbound road train elapsed time at Pavonia. For the week, there were a total of 56 trains delayed for both CSXT and NS; 28 for crew, 22 for power, and 6 for late arrivals.

Additional Measurements

Train Delay Metric: For 819 train starts, Train Delay totaled 152 hours for Power and 134 hours for Crew. Train starts remained about the same, while Crew delays and Power delays decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 31.7% for the week, slightly favorable from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 84%, down one percentage point from the prior week.

Daily Number of Recrews Required: Of 1916 crew starts, 78 (4%) were recrews, which is the same percentage from the prior week.

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

Locomotives: Gross Locomotives = 4297, Average Available = 3900, and Out-of-Service Ratio = 5.7%, which increased slightly from the prior week.

Cars Offered in Interchange: averaged 218 cars daily, of which 149 were allocated to Norfolk Southern. This was an increase from the prior week.

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

On-time performance, passenger trains through Brunswick, MD: 38% for 8 AMTRAK trains (Pittsburgh - Washington) and 86% for 81 MARC trains (West Virginia - Washington). Amtrak delays were mostly attributed to a CSX derailment along the corridor.

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

CSX continues to have heavier than usual car loadings for this time of year. This has contributed to a higher than optimal cars on-line number. The volume, however, has been accommodated by our terminals, and there is no significant change in dwell or velocity measures. Our continued improvement in locomotive availability and better than average crew availability has helped CSX to keep traffic moving where high car volumes were evident.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 04/07/00

Yard Performance

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|----------------|-----------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 |
| Oak Island, NJ | Fluid Capacity | 1200 | 1200 | 1200 | 1200 | 1200 |
| | Cars On Hand - Loaded | 289 | 275 | 345 | 334 | 250 |
| | Cars On Hand - Empty | 311 | 318 | 347 | 327 | 464 |
| | Cars On Hand - Total | 600 | 593 | 692 | 661 | 714 |
| | Cars Handled | 421 | 271 | 669 | 436 | 151 |
| | Dwell Hours | 31.4 | 30.3 | 26.0 | 28.8 | 25.0 |
| Pavonia, NJ | Fluid Capacity | 900 | 900 | 900 | 900 | 900 |
| | Cars On Hand - Loaded | 292 | 240 | 327 | 315 | 411 |
| | Cars On Hand - Empty | 443 | 337 | 389 | 422 | 458 |
| | Cars On Hand - Total | 735 | 577 | 716 | 737 | 869 |
| | Cars Handled | 524 | 563 | 295 | 571 | 368 |
| | Dwell Hours | 36.7 | 20.7 | 27.4 | 26.0 | 25.0 |
| North Yard, MI | Fluid Capacity | 850 | 850 | 850 | 850 | 850 |
| | Cars On Hand - Loaded | 196 | 212 | 259 | 207 | 172 |
| | Cars On Hand - Empty | 128 | 157 | 194 | 177 | 132 |
| | Cars On Hand - Total | 324 | 369 | 453 | 384 | 304 |
| | Cars Handled | 419 | 165 | 431 | 283 | 119 |
| | Dwell Hours | 27.2 | 21.8 | 21.3 | 20.1 | 19.9 |

CSX Comments: Daily average on hand cars increased slightly from last week at Pavonia and Oak Island and decreased slightly at North Yard. Overall terminal dwell time was 26.5 hours; up slightly from the record-setting pace. The chief driver of performance was an increase in the elapsed time for inbound local traffic at Detroit North Yard, followed by increased outbound road train elapsed time at Pavonia.

Surface Transportation Board

Performance Measures

For the week ending: 04/07/00

Train Originations

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|------------------|------------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 |
| North Jersey SAA | Number of Originations | 10 | 11 | 14 | 12 | 16 |
| | % Ontime | 20% | 27% | 7% | 17% | 13% |
| | % Late 0-2 Hours | 40% | 18% | 29% | 8% | 25% |
| | % Late 2-4 Hours | 30% | 27% | 7% | 8% | 6% |
| | % Late 4-6 Hours | 0% | 9% | 14% | 33% | 38% |
| | % Late GT 6 Hours | 10% | 18% | 43% | 33% | 19% |
| South Jersey SAA | Number of Originations | 4 | 6 | 7 | 4 | 4 |
| | % Ontime | 0% | 17% | 0% | 25% | 25% |
| | % Late 0-2 Hours | 25% | 0% | 29% | 0% | 25% |
| | % Late 2-4 Hours | 50% | 17% | 0% | 0% | 0% |
| | % Late 4-6 Hours | 25% | 17% | 14% | 25% | 50% |
| | % Late GT 6 Hours | 0% | 50% | 57% | 50% | 0% |
| Detroit SAA | Number of Originations | 11 | 9 | 10 | 9 | 7 |
| | % Ontime | 27% | 33% | 40% | 22% | 14% |
| | % Late 0-2 Hours | 45% | 22% | 20% | 33% | 57% |
| | % Late 2-4 Hours | 0% | 11% | 10% | 11% | 0% |
| | % Late 4-6 Hours | 18% | 11% | 20% | 22% | 14% |
| | % Late GT 6 Hours | 9% | 22% | 10% | 11% | 14% |

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

Surface Transportation Board

Performance Measures

For the week ending: 04/07/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|--------------|---------------------|----------|----------|-----------|----------|----------|---------|
| Measure | Railroad Offered To | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 | Average |
| Cars Offered | NS | 146 | 65 | 85 | 139 | 312 | 149 |
| | All Other | 0 | 111 | 22 | 33 | 177 | 69 |
| | Total | 146 | 176 | 107 | 172 | 489 | 218 |

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 | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 | Total |
| Blocked | Sidings | 0 | 0 | 1 | 0 | 0 | 1 |
| | Multiple Main Lines | 0 | 0 | 2 | 2 | 1 | 5 |
| | Total | 0 | 0 | 3 | 2 | 1 | 6 |

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|---------|-----------|----------|----------|-----------|----------|----------|---------|
| Service | Measure | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 | Average |
| AMTK | Trains | 2 | 2 | 2 | 2 | 0 | 8 |
| | % On Time | 0% | 50% | 50% | 50% | N/A | 38% |
| MARC | Trains | 15 | 15 | 15 | 18 | 18 | 81 |
| | % On Time | 87% | 73% | 93% | 94% | 83% | 86% |

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 04/07/00

CSXT Train Crew Delay

| Terminal | Causes of Delay Trains / Hours | Saturday 04/01/00 | Sunday 04/02/00 | Monday 04/03/00 | Tuesday 04/04/00 | Wednesday 04/05/00 | Thursday 04/06/00 | Friday 04/07/00 | Weekly Total |
|--------------|-----------------------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|-----------------|
| Baltimore | Train Crew Starts | 21 | 15 | 17 | 19 | 19 | 14 | 14 | 119 |
| | Crews Delayed +2 Hours | 12 | 9 | 11 | 11 | 11 | 7 | 10 | 71 |
| | % Delayed +2 Hours | 57% | 60% | 65% | 58% | 58% | 50% | 71% | 60% |
| Buffalo | Train Crew Starts | 40 | 37 | 33 | 43 | 44 | 50 | 43 | 290 |
| | Crews Delayed +2 Hours | 3 | 11 | 11 | 5 | 5 | 6 | 10 | 51 |
| | % Delayed +2 Hours | 8% | 30% | 33% | 12% | 11% | 12% | 23% | 18% |
| Chicago | Train Crew Starts | 23 | 23 | 21 | 28 | 25 | 25 | 24 | 169 |
| | Crews Delayed +2 Hours | 3 | 8 | 6 | 6 | 7 | 7 | 6 | 43 |
| | % Delayed +2 Hours | 13% | 35% | 29% | 21% | 28% | 28% | 25% | 25% |
| Cincinnati | Train Crew Starts | 27 | 31 | 37 | 35 | 35 | 33 | 33 | 236 |
| | Crews Delayed +2 Hours | 10 | 11 | 20 | 4 | 10 | 11 | 7 | 73 |
| | % Delayed +2 Hours | 37% | 35% | 54% | 11% | 29% | 29% | 21% | 31% |
| Cleveland | Train Crew Starts | 30 | 30 | 24 | 27 | 30 | 27 | 22 | 190 |
| | Crews Delayed +2 Hours | 7 | 12 | 11 | 9 | 9 | 13 | 11 | 72 |
| | % Delayed +2 Hours | 23% | 40% | 46% | 33% | 30% | 48% | 50% | 38% |
| Cumberland | Train Crew Starts | 30 | 33 | 34 | 33 | 34 | 35 | 16 | 215 |
| | Crews Delayed +2 Hours | 1 | 4 | 5 | 6 | 4 | 10 | 0 | 30 |
| | % Delayed +2 Hours | 3% | 12% | 15% | 18% | 12% | 29% | 0% | 14% |
| Detroit | Train Crew Starts | 4 | 5 | 4 | 6 | 7 | 8 | 7 | 41 |
| | Crews Delayed +2 Hours | 1 | 3 | 0 | 1 | 1 | 1 | 2 | 9 |
| | % Delayed +2 Hours | 25% | 60% | 0% | 17% | 14% | 13% | 29% | 22% |
| Philadelphia | Train Crew Starts | 6 | 7 | 4 | 10 | 7 | 8 | 8 | 50 |
| | Crews Delayed +2 Hours | 1 | 3 | 2 | 3 | 3 | 2 | 6 | 20 |
| | % Delayed +2 Hours | 17% | 43% | 50% | 30% | 43% | 25% | 75% | 40% |
| Selkirk | Train Crew Starts | 45 | 32 | 30 | 45 | 40 | 40 | 44 | 276 |
| | Crews Delayed +2 Hours | 13 | 20 | 9 | 13 | 14 | 18 | 17 | 104 |
| | % Delayed +2 Hours | 29% | 63% | 30% | 29% | 35% | 45% | 39% | 38% |
| Toledo | Train Crew Starts | 34 | 30 | 32 | 34 | 31 | 33 | 34 | 228 |
| | Crews Delayed +2 Hours | 19 | 12 | 15 | 11 | 14 | 12 | 13 | 96 |
| | % Delayed +2 Hours | 56% | 40% | 47% | 32% | 45% | 36% | 38% | 42% |
| Willard | Train Crew Starts | 45 | 37 | 35 | 49 | 41 | 45 | 38 | 290 |
| | Crews Delayed +2 Hours | 8 | 9 | 7 | 12 | 9 | 9 | 8 | 62 |
| | % Delayed +2 Hours | 18% | 24% | 20% | 24% | 22% | 20% | 21% | 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

For the week ending: 04/07/00

CSXT Train Delay - Northern Region Lines

| | Cause of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|-------------|--------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Trains / Hours | 04/01/00 | 04/02/00 | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 | Total |
| Train Delay | Originating Train Starts | 109 | 115 | 105 | 111 | 122 | 120 | 137 | 819 |
| | Delayed Hours - Power | 28 | 47 | 0 | 4 | 2 | 8 | 63 | 152 |
| | Delayed Hours - Crews | 35 | 32 | 15 | 15 | 8 | 25 | 4 | 134 |

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 | 04/01/00 | 04/02/00 | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 | Average |
| Crew Availability | % Available | 83% | 82% | 83% | 84% | 85% | 86% | 86% | 84% |

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 | 04/01/00 | 04/02/00 | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 | Total |
| Crews/Recrews | Train Crew Starts | 277 | 248 | 256 | 268 | 286 | 288 | 293 | 1916 |
| | Recrews | 6 | 8 | 10 | 10 | 14 | 13 | 17 | 78 |
| | % Recrewed | 2% | 3% | 4% | 4% | 5% | 5% | 6% | 4% |

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

Surface Transportation Board

Performance Measures

For the week ending: 04/07/00

CSXT Locomotive Fleet Condition

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|---------|-------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Locomotives | 04/01/00 | 04/02/00 | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 | Average |

| | | | | | | | | | |
|-------------|-----------------------|------|------|------|------|------|------|------|------|
| Locomotives | Gross Fleet Size | 4291 | 4326 | 4327 | 4291 | 4287 | 4287 | 4273 | 4297 |
| | Avg. Number Available | 3916 | 3931 | 3947 | 3886 | 3886 | 3867 | 3870 | 3900 |
| | OOS Ratio | 5.4 | 5.5 | 5.6 | 5.7 | 6.1 | 5.9 | 5.7 | 5.7 |

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

Shared Asset Areas Train Delay

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|---------|-------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Shared Area | 04/01/00 | 04/02/00 | 04/03/00 | 04/04/00 | 04/05/00 | 04/06/00 | 04/07/00 | Average |

| | | | | | | | | | |
|-------------|---------------------------|---|---|---|---|---|---|---|---|
| Train Delay | Philadelphia/South Jersey | 2 | 1 | 5 | 4 | 2 | 1 | 3 | 3 |
| | North Jersey | 2 | 2 | 7 | 3 | 2 | 2 | 4 | 3 |
| | Detroit | 2 | 3 | 2 | 4 | 3 | 1 | 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 12, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending April 7, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.
April 12, 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 12, 2000

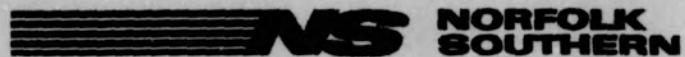
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

This week's performance measures reflect normal fluctuations in NS's rail operations. The number of cars on line increased insignificantly, the average terminal dwell time increased, and the average train speed decreased. On the monitored corridors and Chicago gateway operations, 65 trains were held for terminal congestion, 37 trains were held for crews, and 30 trains were held for power.

The Shared Assets Areas turned in results that were comparable to the prior week. Daily average on-hand car volumes increased slightly at Pavonia and Oak Island, but decreased at North Yard. All volumes are within expected tolerances. Average terminal dwell time increased only marginally. Lack of crews resulted in 28 trains being delayed for 261 hours, while 22 trains were held for 302 hours awaiting power. Additionally, six originating trains were delayed for 35 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 88% of the train delay hours in the SAAs.

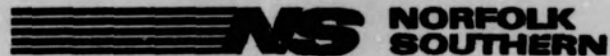
Sincerely,



For the week ending 4/7/00

Shared Asset Area - Yard Performance

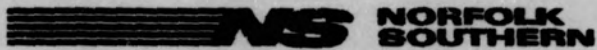
| Yard | date | Fluid Capacity | On hand - Empty | On hand - Loaded | On hand - Total | Cars handled | Average dwell |
|-----------------------|--------|----------------|-----------------|------------------|-----------------|--------------|---------------|
| North Yard MI | 4/3/00 | 850 | 128 | 196 | 324 | 419 | 27.2 |
| | 4/4/00 | 850 | 157 | 212 | 369 | 165 | 21.8 |
| | 4/5/00 | 850 | 194 | 259 | 453 | 431 | 21.3 |
| | 4/6/00 | 850 | 177 | 207 | 384 | 283 | 20.1 |
| | 4/7/00 | 850 | 132 | 172 | 304 | 119 | 19.9 |
| North Yard MI Average | | 850 | 158 | 209 | 367 | 283 | 22.8 |
| Oak Island NJ | 4/3/00 | 1200 | 311 | 289 | 600 | 421 | 31.4 |
| | 4/4/00 | 1200 | 318 | 275 | 593 | 271 | 30.3 |
| | 4/5/00 | 1200 | 347 | 345 | 692 | 669 | 26.0 |
| | 4/6/00 | 1200 | 327 | 334 | 661 | 436 | 28.8 |
| | 4/7/00 | 1200 | 464 | 250 | 714 | 151 | 25.0 |
| Oak Island NJ Average | | 1200 | 353 | 299 | 652 | 390 | 28.3 |
| Pavonia NJ | 4/3/00 | 900 | 443 | 292 | 735 | 524 | 36.7 |
| | 4/4/00 | 900 | 337 | 240 | 577 | 563 | 20.7 |
| | 4/5/00 | 900 | 389 | 327 | 716 | 295 | 27.4 |
| | 4/6/00 | 900 | 422 | 315 | 737 | 571 | 26.0 |
| | 4/7/00 | 900 | 458 | 411 | 869 | 368 | 25.0 |
| Pavonia Average | | 900 | 410 | 317 | 727 | 464 | 27.1 |



For the week ending 4/7/00

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 | 4/3/00 | 11 | 27% | 45% | 0% | 18% | 9% |
| | 4/4/00 | 9 | 33% | 22% | 11% | 11% | 22% |
| | 4/5/00 | 10 | 40% | 20% | 10% | 20% | 10% |
| | 4/6/00 | 9 | 22% | 33% | 11% | 22% | 11% |
| | 4/7/00 | 7 | 14% | 57% | 0% | 14% | 14% |
| Detroit Total | | 46 | 28% | 35% | 7% | 17% | 13% |
| North Jersey Total | 4/3/00 | 10 | 20% | 40% | 30% | 0% | 10% |
| | 4/4/00 | 11 | 27% | 18% | 27% | 9% | 18% |
| | 4/5/00 | 14 | 7% | 29% | 7% | 14% | 43% |
| | 4/6/00 | 12 | 17% | 8% | 8% | 33% | 33% |
| | 4/7/00 | 16 | 13% | 25% | 6% | 38% | 19% |
| North Jersey Total | | 63 | 16% | 24% | 14% | 21% | 25% |
| South Jersey Total | 4/3/00 | 4 | 0% | 25% | 50% | 25% | 0% |
| | 4/4/00 | 6 | 17% | 0% | 17% | 17% | 50% |
| | 4/5/00 | 7 | 0% | 29% | 0% | 14% | 57% |
| | 4/6/00 | 4 | 25% | 0% | 0% | 25% | 50% |
| | 4/7/00 | 4 | 25% | 25% | 0% | 50% | 0% |
| South Jersey Total | | 25 | 12% | 16% | 12% | 24% | 36% |
| Grand Total | | 134 | 19% | 26% | 11% | 20% | 23% |

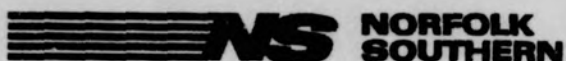


For the week ending 4/7/00

Shared Asset Area Trains Held

| area | Sat 01-Apr | Sun 02-Apr | Mon 03-Apr | Tue 04-Apr | Wed 05-Apr | Thu 06-Apr | Fri 07-Apr | Grand Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| North Jersey | 2 | 2 | 7 | 3 | 2 | 2 | 4 | 22 |
| South Jersey | 2 | 1 | 5 | 4 | 2 | 1 | 3 | 18 |
| Detroit | 2 | 3 | 2 | 4 | 3 | 1 | 1 | 16 |

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



NS Cars Offered in Interchange but not Accepted

| offered | Monday | Tuesday | Wednesday | Thursday | Friday | Total |
|--------------|----------|-----------|------------|-----------|-----------|------------|
| CSX | 0 | 32 | 127 | 43 | 0 | 202 |
| other | 0 | 47 | 184 | 20 | 79 | 330 |
| Total | 0 | 79 | 311 | 63 | 79 | 532 |

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

NS Northern Region Train Starts and Delays

| | Saturday 1-Apr | Sunday 2-Apr | Monday 3-Apr | Tuesday 4-Apr | Wednesday 5-Apr | Thursday 6-Apr | Friday 7-Apr | Grand Total |
|--------------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|-----------------|-------------|
| # of Train Starts | 174 | 140 | 162 | 188 | 178 | 198 | 188 | 1228 |
| Delay Cause | | | | | | | | |
| Crew Delays (hrs) | 5.6 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 1.7 | 11.0 |
| Power Delays (hrs) | 54.7 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 55.5 | 113.9 |

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

| track | Monday 3-Apr | Tuesday 4-Apr | Wednesday 5-Apr | Thursday 6-Apr | Friday 7-Apr | total |
|--------------------|-----------------|------------------|--------------------|-------------------|-----------------|----------|
| Multiple Main | 0 | 0 | 0 | 0 | 0 | 0 |
| Siding | 1 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 1 | 0 | 0 | 0 | 0 | 1 |

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

Locomotive Fleet Statistics

| | Saturday 1-Apr | Sunday 2-Apr | Monday 3-Apr | Tuesday 4-Apr | Wednesday 5-Apr | Thursday 6-Apr | Friday 7-Apr | average |
|-------------------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|-----------------|---------|
| Fleet Size | 3599 | 3609 | 3641 | 3661 | 3631 | 3589 | 3608 | 3620 |
| available | 3376 | 3400 | 3420 | 3450 | 3413 | 3385 | 3366 | 3401 |
| out of service % | 6.2% | 5.8% | 6.1% | 5.8% | 6.0% | 5.7% | 6.7% | 6.0% |

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

NS Crew Starts and Delays

| | | Saturday 1-Apr | Sunday 2-Apr | Monday 3-Apr | Tuesday 4-Apr | Wednesday 5-Apr | Thursday 6-Apr | Friday 7-Apr | Grand Total |
|------------|---------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|-----------------|-------------|
| Allentown | crew starts | 15 | 16 | 19 | 18 | 17 | 19 | 17 | 121 |
| | crews delayed | 5 | 6 | 2 | 2 | 4 | 4 | 5 | 28 |
| Bellevue | crew starts | 47 | 47 | 48 | 48 | 48 | 49 | 46 | 333 |
| | crews delayed | 22 | 17 | 18 | 17 | 19 | 23 | 24 | 140 |
| Buffalo | crew starts | 24 | 23 | 24 | 29 | 31 | 30 | 25 | 186 |
| | crews delayed | 8 | 4 | 3 | 5 | 8 | 9 | 7 | 44 |
| Chicago | crew starts | 42 | 36 | 33 | 35 | 36 | 35 | 38 | 255 |
| | crews delayed | 18 | 10 | 14 | 16 | 15 | 14 | 15 | 102 |
| Cincinnati | crew starts | 37 | 41 | 39 | 36 | 37 | 35 | 41 | 266 |
| | crews delayed | 4 | 8 | 19 | 10 | 10 | 11 | 12 | 74 |
| Cleveland | crew starts | 19 | 20 | 20 | 22 | 20 | 17 | 15 | 133 |
| | crews delayed | 5 | 8 | 3 | 8 | 10 | 6 | 6 | 46 |
| Conway | crew starts | 48 | 56 | 42 | 47 | 56 | 56 | 57 | 362 |
| | crews delayed | 14 | 18 | 11 | 10 | 20 | 15 | 10 | 98 |
| Detroit | crew starts | 18 | 18 | 24 | 21 | 23 | 22 | 24 | 150 |
| | crews delayed | 5 | 5 | 7 | 3 | 8 | 5 | 6 | 39 |
| Elkhart | crew starts | 39 | 40 | 35 | 36 | 33 | 42 | 40 | 265 |
| | crews delayed | 15 | 13 | 14 | 15 | 12 | 16 | 14 | 99 |
| Harrisburg | crew starts | 55 | 51 | 45 | 57 | 51 | 66 | 54 | 379 |
| | crews delayed | 21 | 11 | 15 | 21 | 15 | 17 | 20 | 120 |
| Toledo | crew starts | 59 | 56 | 45 | 48 | 57 | 60 | 60 | 385 |
| | crews delayed | 13 | 13 | 8 | 7 | 21 | 12 | 18 | 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 1-Apr | Sunday 2-Apr | Monday 3-Apr | Tuesday 4-Apr | Wednesday 5-Apr | Thursday 6-Apr | Friday 7-Apr | average |
|---------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|-----------------|---------|
| availability% | 81% | 80% | 81% | 84% | 84% | 83% | 83% | 82% |

Notes:

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

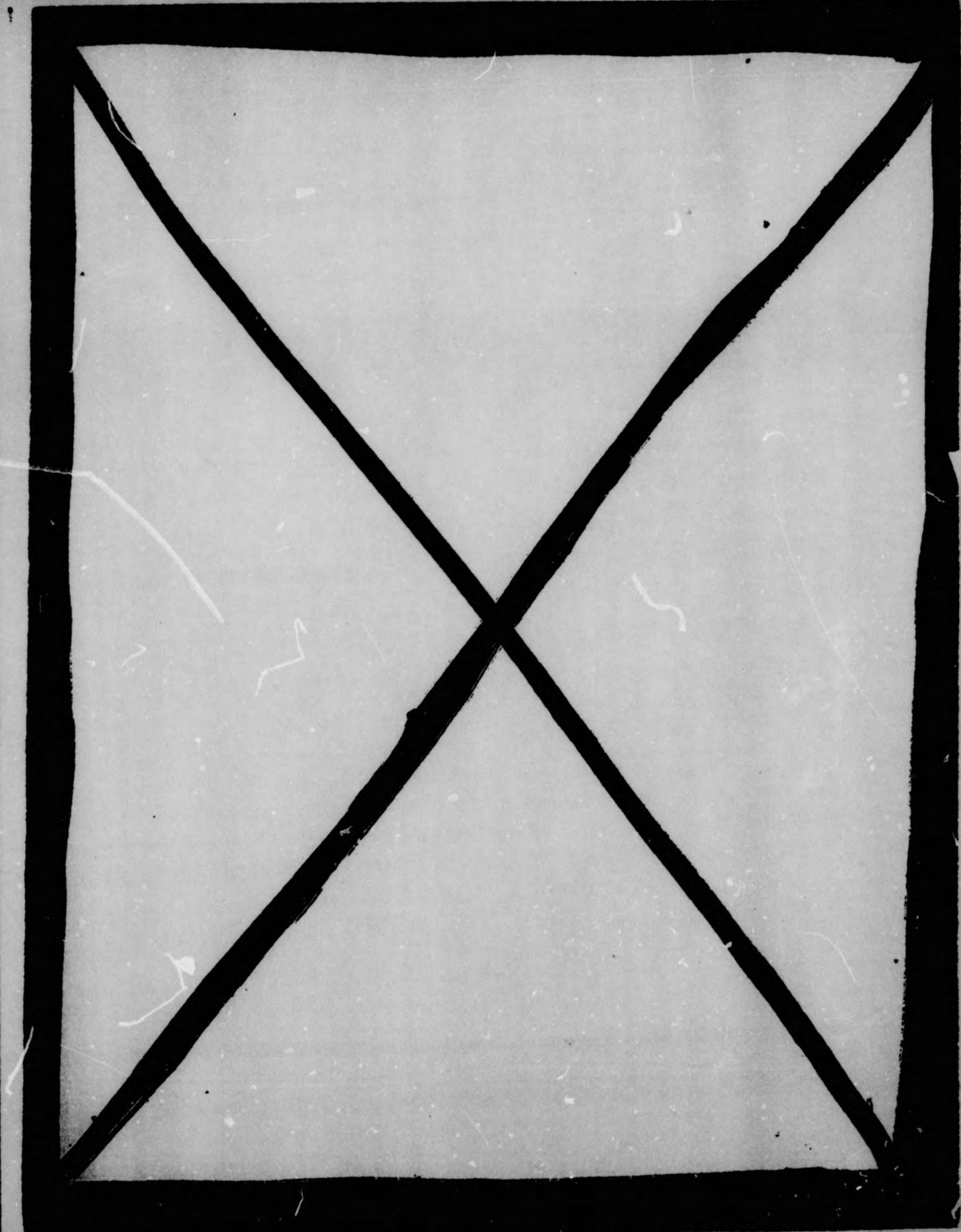
NS Northern Region Crew Starts and Recrews

| | Saturday 1-Apr | Sunday 2-Apr | Monday 3-Apr | Tuesday 4-Apr | Wednesday 5-Apr | Thursday 6-Apr | Friday 7-Apr | Grand Total |
|-------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|-----------------|-------------|
| crew starts | 362 | 343 | 304 | 335 | 358 | 369 | 371 | 3428 |
| recrews | 27 | 21 | 13 | 17 | 31 | 24 | 22 | 155 |

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

4-11-00

D

1980968

STEPTOE & JOHNSON LLP**ATTORNEYS AT LAW**1330 Connecticut Avenue, NW
Washington, DC 20036-1795Telephone 202.429.3000
Facsimile 202.429.3902
www.steptoelaw.comDAVID H. COBURN
(202) 429-8063
dcoburn@steptoelaw.com**ENTERED**
Office of the Secretary
APR 12 2000
Part of
Public Record

April 11, 2000

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

D

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

Dear Secretary Williams:

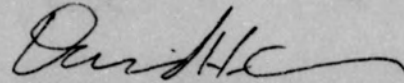
Further to the requirement in Ordering Paragraph No. 22 at page 177 of Decision NO. 89 in the above proceeding, CSX Corporation and CSX Transportation, Inc. ("CSX") hereby submit the attached quarterly report reflecting the origins, destinations and cross-Hudson River routings for truck traffic at those 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 covers the three month period between December 1, 1999 and February 29, 2000. Traffic was surveyed for six non-consecutive days during those three months, with two of the survey dates falling during each of the three surveyed months.

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

The Honorable Vernon A. Williams
April 11, 2000
Page 2

Please direct any questions concerning this report to the undersigned.

Respectfully,

A handwritten signature in dark ink, appearing to read "David H. Coburn", with a long, sweeping horizontal line extending to the right.

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

Attachments

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

CSX CORPORATION
Intermodal Survey Report No. 5

April 11, 2000
Page 1 of 2

New Jersey Terminals Survey Results for December 1, 1999 through February 29, 2000

| ST | CITY | INBOUND | OUTBOUND | TOTAL |
|-------------------|-------------|---------|----------|-------|
| CT | ANSONIA | 1 | 0 | 1 |
| CT | ENFIELD | 0 | 1 | 1 |
| CT | FREEPORT | 1 | 0 | 1 |
| CT | GREENWICH | 0 | 2 | 2 |
| CT | GUILI | 0 | 1 | 1 |
| CT | HARTFORD | 0 | 1 | 1 |
| CT | HUNKESUTL | 1 | 0 | 1 |
| CT | NEW CASTL | 2 | 0 | 2 |
| CT | NEW MILFO | 0 | 3 | 3 |
| CT | NORTH HAV | 0 | 1 | 1 |
| CT | NORWALK | 1 | 1 | 2 |
| CT | OLD SAYVI | 0 | 1 | 1 |
| CT | STAMFORD | 5 | 8 | 13 |
| CT | STRATFORD | 0 | 1 | 1 |
| CT | UNCASVILL | 0 | 1 | 1 |
| CT | UNKSTULLE | 1 | 0 | 1 |
| CT | UNKNOWN. | 1 | 4 | 5 |
| CT | WESPORT | 1 | 0 | 1 |
| CT | WISTER | 0 | 1 | 1 |
| CT | WORCESTER | 0 | 2 | 2 |
| MA | BOSTON | 1 | 0 | 1 |
| MA | CHELSEA | 0 | 1 | 1 |
| MA | SPRINGFIE | 0 | 1 | 1 |
| MA | UNKNOWN. | 0 | 3 | 3 |
| MA | WASH | 0 | 1 | 1 |
| MA | WORCESTER | 0 | 10 | 10 |
| ME | UNKNOWN. | 1 | 0 | 1 |
| NY | BRONX | 64 | 124 | 188 |
| NY | BROOKLYN | 17 | 30 | 47 |
| NY | ELMSFORD | 0 | 5 | 5 |
| NY | FARMINDAL | 0 | 1 | 1 |
| NY | FREEPORT | 1 | 0 | 1 |
| NY | LONISLAND | 33 | 79 | 112 |
| NY | MANHATTAN | 8 | 24 | 32 |
| NY | QUEENS | 14 | 47 | 61 |
| NY | STAISLAND | 0 | 15 | 15 |
| NY | WHITE PLA | 0 | 1 | 1 |
| RI | PROVIDENC | 1 | 0 | 1 |
| RI | SLOTTERS SV | 0 | 1 | 1 |
| RI | UNKNOWN. | 2 | 0 | 2 |
| VT | VERMONT | 1 | 0 | 1 |
| George Washington | | 157 | 371 | 528 |

CSX CORPORATION
Intermodal Survey Report No. 5

April 11, 2000
Page 2 of 2

New Jersey Terminals Survey Results for December 1, 1999 through February 29, 2000

| | | | |
|----------------------|-----|-----|-----|
| George Washington | 157 | 371 | 528 |
| Tappan Zee | 17 | 67 | 84 |
| Staten Is. Crossings | 27 | 31 | 58 |
| Manhattan Tunnels | 10 | 12 | 22 |
| All Other | 6 | 14 | 20 |

| | | | |
|----------------|-----|------|------|
| East of Hudson | 217 | 495 | 712 |
| West of Hudson | 852 | 1538 | 2390 |

| | | | |
|-------------|------|------|------|
| GRAND TOTAL | 1069 | 2033 | 3102 |
|-------------|------|------|------|

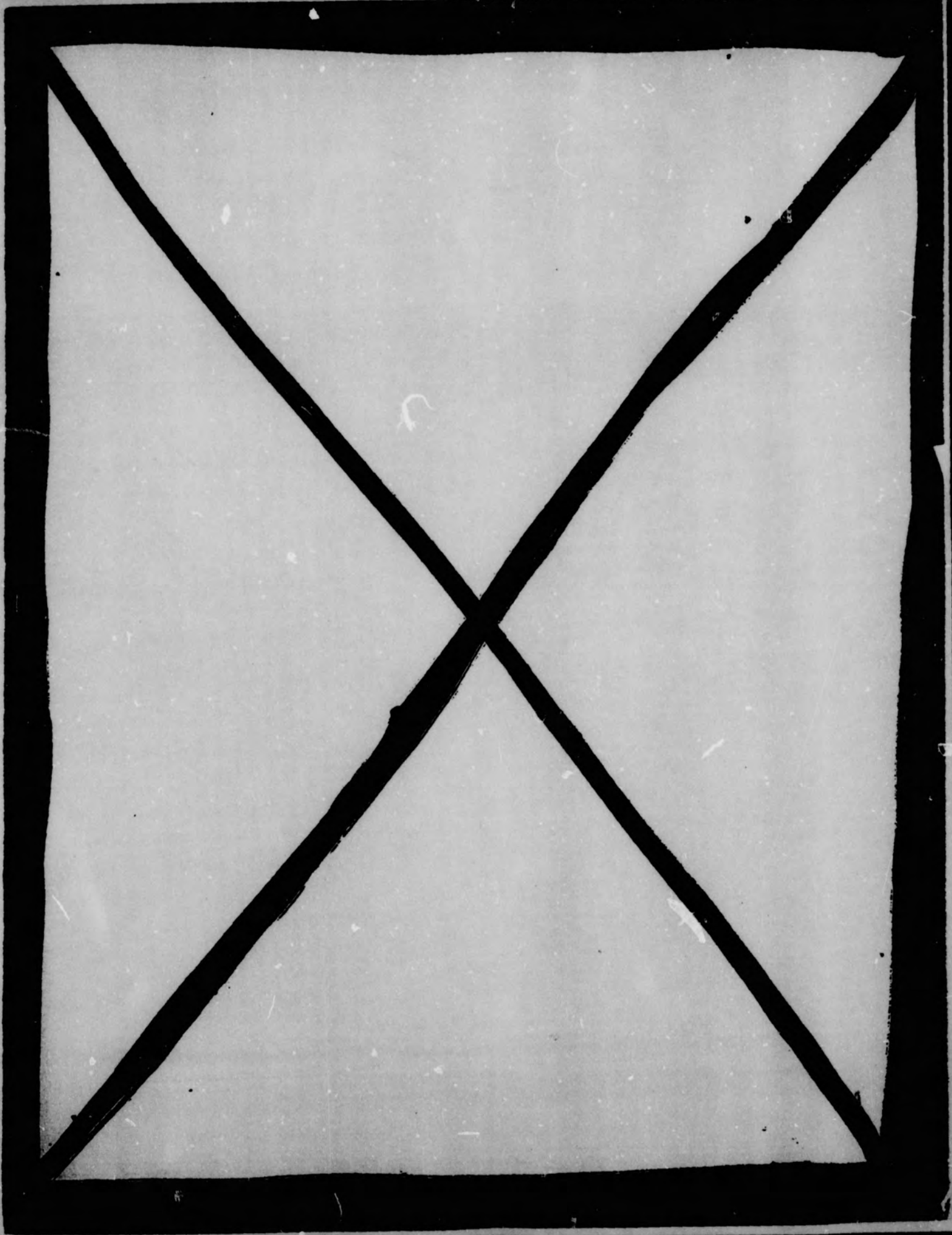
CSX CORPORATION
Intermodal Survey Report No. 5

April 11, 2000

Massachusetts Terminals¹ **Survey Results for December 1, 1999 through February 29, 2000**

| ST | CITY | INBOUND | OUTBOUND | TOTAL |
|--------------------------|------|---------|----------|-------|
| George Washington Bridge | | 12 | 3 | 15 |
| Other | | 1625 | 1556 | 3181 |
| <hr/> GRAND TOTAL | | 1637 | 1559 | 3196 |

¹ The surveyed terminals were Boston, Springfield and Worcester.



STB

FD-33388

4-6-00

D

198007

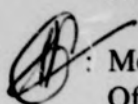
SURFACE TRANSPORTATION BOARD

Memorandum




DATE: April 6, 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 07 2000
Part of
Public Record



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

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

Attachments

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



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

Danford L. Price
Assistant Vice President -
Service Measurements

April 5, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, March 31st.

This week showed a slight improvement over the prior week in both system velocity and terminal dwell, while cars on-line moved unfavorably. Overall train velocity increased from 17.6 to 17.7 miles-per-hour. Terminal dwell was down slightly from 34.0 to 33.0 hours. Average daily total cars on line increased, from 269,915 to 270,965.

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 local Chicago gateway operations continues to yield improved performance of deliveries to western carriers, and this week delays over the railroad leading into the gateway improved, thereby showing a favorable performance 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 moved slightly favorable, from 34.0 to 33.0 hours from the prior week. This week, eight of the 14 terminals showed improvement in terminal dwell. Terminals in the south continue to improve, as train operations and dwell hours have shown a positive turn.

Corridor Performance

Three of the six corridors showed an improvement from the prior week. The best train performance during this week was the Chicago to Northeast corridor. Second place belonged to the East St. Louis to Northeast corridor. Overall, the on-time-to-two-hours-late category improved one percentage point, and the percent of trains in the greater-than-six-hours-late category improved by decreasing one percentage point.

Shared Areas

Daily average on hand cars increased from last week at Pavonia and decreased slightly at North Yard. North Yard volume reflects continued comparatively high volumes due to strong automotive activity, while the increase at Pavonia appears to be chiefly due to an increase in inbound equipment; chiefly coil cars and equipped boxcars. While the average standing count at Oak Island appeared to have decreased by almost 25% from last week, cars handled only decreased by 5%. An investigation into the causes of this unexpected result is underway. Overall terminal dwell time was 25.2 hours; for the fourth straight week it was the best performance since prior to Split Date. Road train delays for crew and power decreased over the prior week. For the week, there were a total of 53 trains delayed for both CSXT and NS; 27 for crew, 19 for power, and 7 for late arrivals.

Additional Measurements

Train Delay Metric: For 809 train starts, Train Delay totaled 283 hours for Power and 270 hours for Crew. Train starts remained about the same, while Crew delays increased, Power delays decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 32.1% for the week, slightly unfavorable from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 85%, up three percentage points the prior week.

Daily Number of Recrews Required: Of 1960 crew starts, 81 (4%) were recrews, which increased one percentage point from the prior week.

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

Locomotives: Gross Locomotives = 4300, Average Available = 3916, and Out-of-Service Ratio = 5.2%, which improved from the prior week.

Cars Offered in Interchange: averaged 186 cars daily, of which 62 were allocated to Norfolk Southern. This was an decrease from the prior week.

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

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh – Washington) and 77% for 82 MARC trains (West Virginia – Washington). MARC delays were mostly attributed to maintenance-of-way activities within the corridor.

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

CSX continues to work out of a back-log of heavy customer loadings, which is reflected in our cars on-line counts. Terminals continue to remain fluid with the additional traffic. Our continued improvement in locomotive availability allowed CSX to position power at terminal locations where additional car volumes were evident.

Sincerely,

Danford L. Price
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

Yard Performance

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|----------------|-----------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 |
| Oak Island, NJ | Fluid Capacity | 1200 | 1200 | 1200 | 1200 | 1200 |
| | Cars On Hand - Loaded | 290 | 247 | 232 | 325 | 291 |
| | Cars On Hand - Empty | 459 | 236 | 254 | 383 | 413 |
| | Cars On Hand - Total | 749 | 483 | 486 | 708 | 704 |
| | Cars Handled | 540 | 394 | 304 | 476 | 370 |
| | Dwell Hours | 34.9 | 26.5 | 27.7 | 29.8 | 26.7 |
| Pavonia, NJ | Fluid Capacity | 900 | 900 | 900 | 900 | 900 |
| | Cars On Hand - Loaded | 297 | 366 | 273 | 324 | 457 |
| | Cars On Hand - Empty | 344 | 341 | 395 | 355 | 458 |
| | Cars On Hand - Total | 641 | 707 | 668 | 679 | 915 |
| | Cars Handled | 540 | 394 | 304 | 476 | 370 |
| | Dwell Hours | 34.9 | 26.5 | 27.7 | 29.8 | 26.7 |
| North Yard, MI | Fluid Capacity | 850 | 850 | 850 | 850 | 850 |
| | Cars On Hand - Loaded | 261 | 203 | 265 | 259 | 293 |
| | Cars On Hand - Empty | 193 | 123 | 111 | 140 | 186 |
| | Cars On Hand - Total | 454 | 326 | 376 | 399 | 479 |
| | Cars Handled | 347 | 291 | 230 | 268 | 349 |
| | Dwell Hours | 25.3 | 18.1 | 17.9 | 18.6 | 15.6 |

CSX Comments: Daily average on hand cars increased from last week at Pavonia and decreased slightly at Detroit North Yard. North Yard volume reflects continued comparatively high volumes due to strong automotive activity, while the increase at Pavonia appears to be chiefly due to an increase in inbound equipment; chiefly coil cars and equipped boxcars. While the average standing count at Oak Island appeared to have decreased by almost 25% from last week, cars handled only decreased by 5%. An investigation into causes of this unexpected result is underway. Overall terminal dwell time was 25.2 hours; the best performance for the fourth straight week since prior to Split Date. The chief driver of performance improvement was an improvement in the elapsed time for all inbound local traffic at all three locations, followed by the presence of some unit traffic at Pavonia.

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

Train Originations

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|------------------|------------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 |
| North Jersey SAA | Number of Originations | 11 | 10 | 11 | 14 | 14 |
| | % Ontime | 18% | 20% | 18% | 21% | 43% |
| | % Late 0-2 Hours | 27% | 20% | 9% | 7% | 14% |
| | % Late 2-4 Hours | 18% | 10% | 18% | 7% | 7% |
| | % Late 4-6 Hours | 9% | 10% | 18% | 21% | 0% |
| | % Late GT 6 Hours | 27% | 40% | 36% | 43% | 36% |
| South Jersey SAA | Number of Originations | 3 | 5 | 5 | 7 | 4 |
| | % Ontime | 0% | 20% | 0% | 29% | 0% |
| | % Late 0-2 Hours | 33% | 0% | 40% | 14% | 0% |
| | % Late 2-4 Hours | 0% | 0% | 0% | 14% | 0% |
| | % Late 4-6 Hours | 33% | 20% | 40% | 0% | 25% |
| | % Late GT 6 Hours | 33% | 60% | 20% | 43% | 75% |
| Detroit SAA | Number of Originations | 9 | 8 | 10 | 10 | 8 |
| | % Ontime | 44% | 25% | 30% | 30% | 63% |
| | % Late 0-2 Hours | 11% | 38% | 30% | 10% | 0% |
| | % Late 2-4 Hours | 22% | 0% | 10% | 30% | 13% |
| | % Late 4-6 Hours | 0% | 25% | 10% | 10% | 0% |
| | % Late GT 6 Hours | 22% | 13% | 20% | 20% | 25% |

CSX Comments: Road train delays for crew and power decreased over the prior week. 7 originating trains were delayed due to late arrivals from the CSXT and/or NS.

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|--------------|---------------------|----------|----------|-----------|----------|----------|---------|
| Measure | Railroad Offered To | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 | Average |
| Cars Offered | NS | 70 | 86 | 47 | 38 | 67 | 62 |
| | All Other | 178 | 32 | 274 | 89 | 50 | 125 |
| | Total | 248 | 118 | 321 | 127 | 117 | 186 |

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 | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 | Total |
| Blocked | Sidings | 0 | 1 | 0 | 2 | 0 | 3 |
| | Multiple Main Lines | 0 | 0 | 0 | 0 | 1 | 1 |
| | Total | 0 | 1 | 0 | 2 | 1 | 4 |

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|---------|-----------|----------|----------|-----------|----------|----------|---------|
| Service | Measure | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 | Average |
| AMTK | Trains | 2 | 2 | 2 | 2 | 2 | 10 |
| | % On Time | 0% | 50% | 50% | 100% | 100% | 60% |
| MARC | Trains | 16 | 16 | 16 | 16 | 18 | 82 |
| | % On Time | 81% | 81% | 44% | 94% | 83% | 77% |

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

CSXT Train Crew Delay

| | Causes of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|--------------|------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Terminal | Trains / Hours | 03/25/00 | 03/26/00 | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 | Total |
| Baltimore | Train Crew Starts | 20 | 11 | 5 | 19 | 15 | 15 | 13 | 98 |
| | Crews Delayed +2 Hours | 15 | 5 | 4 | 14 | 9 | 12 | 6 | 65 |
| | % Delayed +2 Hours | 75% | 45% | 80% | 74% | 60% | 80% | 46% | 66% |
| Buffalo | Train Crew Starts | 54 | 39 | 40 | 45 | 50 | 44 | 49 | 321 |
| | Crews Delayed +2 Hours | 13 | 11 | 6 | 5 | 5 | 8 | 12 | 60 |
| | % Delayed +2 Hours | 24% | 28% | 15% | 11% | 10% | 18% | 24% | 19% |
| Chicago | Train Crew Starts | 22 | 25 | 21 | 24 | 27 | 25 | 26 | 170 |
| | Crews Delayed +2 Hours | 7 | 10 | 4 | 7 | 7 | 8 | 12 | 55 |
| | % Delayed +2 Hours | 32% | 40% | 19% | 29% | 26% | 32% | 46% | 32% |
| Cincinnati | Train Crew Starts | 37 | 33 | 45 | 36 | 33 | 40 | 30 | 254 |
| | Crews Delayed +2 Hours | 6 | 6 | 9 | 7 | 5 | 13 | 6 | 52 |
| | % Delayed +2 Hours | 16% | 18% | 20% | 19% | 15% | 33% | 20% | 20% |
| Cleveland | Train Crew Starts | 32 | 31 | 28 | 30 | 24 | 26 | 28 | 199 |
| | Crews Delayed +2 Hours | 6 | 9 | 9 | 15 | 10 | 10 | 10 | 69 |
| | % Delayed +2 Hours | 19% | 29% | 32% | 50% | 42% | 38% | 36% | 35% |
| Cumberland | Train Crew Starts | 33 | 37 | 31 | 35 | 29 | 30 | 32 | 227 |
| | Crews Delayed +2 Hours | 2 | 7 | 5 | 3 | 4 | 4 | 7 | 32 |
| | % Delayed +2 Hours | 6% | 19% | 16% | 9% | 14% | 13% | 22% | 14% |
| Detroit | Train Crew Starts | 5 | 5 | 6 | 7 | 6 | 8 | 5 | 42 |
| | Crews Delayed +2 Hours | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 11 |
| | % Delayed +2 Hours | 40% | 40% | 17% | 14% | 33% | 25% | 20% | 26% |
| Philadelphia | Train Crew Starts | 10 | 9 | 6 | 4 | 10 | 5 | 10 | 54 |
| | Crews Delayed +2 Hours | 5 | 3 | 0 | 2 | 5 | 3 | 3 | 21 |
| | % Delayed +2 Hours | 50% | 33% | 0% | 50% | 50% | 60% | 30% | 39% |
| Selkirk | Train Crew Starts | 40 | 40 | 30 | 40 | 45 | 43 | 48 | 286 |
| | Crews Delayed +2 Hours | 16 | 19 | 10 | 14 | 16 | 13 | 13 | 101 |
| | % Delayed +2 Hours | 40% | 48% | 33% | 35% | 36% | 30% | 27% | 35% |
| Toledo | Train Crew Starts | 31 | 29 | 32 | 27 | 19 | 24 | 21 | 183 |
| | Crews Delayed +2 Hours | 12 | 12 | 12 | 13 | 5 | 11 | 11 | 76 |
| | % Delayed +2 Hours | 39% | 41% | 38% | 48% | 26% | 46% | 52% | 42% |
| Willard | Train Crew Starts | 45 | 40 | 36 | 39 | 42 | 41 | 38 | 281 |
| | Crews Delayed +2 Hours | 14 | 8 | 11 | 8 | 7 | 10 | 12 | 70 |
| | % Delayed +2 Hours | 31% | 20% | 31% | 21% | 17% | 24% | 32% | 25% |

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

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

CSXT Train Delay - Northern Region Lines

| | Cause of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|-------------|--------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Trains / Hours | 03/25/00 | 03/26/00 | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 | Total |
| Train Delay | Originating Train Starts | 109 | 113 | 111 | 106 | 120 | 124 | 126 | 809 |
| | Delayed Hours - Power | 99 | 92 | 20 | 40 | 29 | 3 | 0 | 283 |
| | Delayed Hours - Crews | 16 | 64 | 41 | 17 | 35 | 54 | 43 | 270 |

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 | 03/25/00 | 03/26/00 | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 | Average |
| Crew Availability | % Available | 84% | 83% | 83% | 84% | 86% | 87% | 85% | 85% |

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

Daily Number of Train Crew Starts and Recrews Required

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|---------------|-------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Crew/Recrews | 03/25/00 | 03/26/00 | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 | Total |
| Crews/Recrews | Train Crew Starts | 288 | 270 | 262 | 263 | 288 | 294 | 295 | 1960 |
| | Recrews | 12 | 9 | 14 | 11 | 9 | 14 | 12 | 81 |
| | % Recrewed | 4% | 3% | 5% | 4% | 3% | 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

For the week ending: 03/24/00

CSXT Locomotive Fleet Condition

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|---------|-------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Locomotives | 03/25/00 | 03/26/00 | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 | Average |

| | | | | | | | | | |
|-------------|-----------------------|------|------|------|------|------|------|------|------|
| Locomotives | Gross Fleet Size | 4289 | 4301 | 4304 | 4307 | 4321 | 4305 | 4275 | 4300 |
| | Avg. Number Available | 3855 | 3894 | 3949 | 3939 | 3934 | 3936 | 3902 | 3916 |
| | OOS Ratio | 5.5 | 5.4 | 5.2 | 5.2 | 4.9 | 5.1 | 5.2 | 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 | 03/25/00 | 03/26/00 | 03/27/00 | 03/28/00 | 03/29/00 | 03/30/00 | 03/31/00 | Average |

| | | | | | | | | | |
|-------------|---------------------------|---|---|---|---|---|---|---|---|
| Train Delay | Philadelphia/South Jersey | 2 | 3 | 4 | 2 | 1 | 3 | 2 | 2 |
| | North Jersey | 1 | 4 | 4 | 4 | 4 | 2 | 4 | 3 |
| | Detroit | 3 | 3 | 1 | 3 | 0 | 2 | 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 5, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending March 31, 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 5, 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 5, 2000

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

Dear Mr. Clemens:

Norfolk Southern's performance measures continue to remain steady. The number of cars on line decreased and average train speed increased marginally. The average terminal dwell time increased insignificantly. On the monitored corridors and Chicago gateway operations, 49 trains were held for terminal congestion, 35 trains were held for crews, and 26 trains were held for power.

With respect to our customer service hotline in Buffalo, NS received nine calls from two different parties, all of which were resolved. Of the calls received, only two involved matters related to NS' Buffalo operations; the remaining calls involved routine tracing matters.

In the Shared Assets Areas, daily average on-hand car volumes increased at Pavonia and Oak Island, but decreased slightly at North Yard. For the fourth week in a row, the SAAs turned in the best average terminal dwell time since Split Date. Lack of crews resulted in 27 trains being delayed for 231 hours, while 19 trains were held for 247 hours awaiting power. Additionally, seven originating trains were delayed for 50 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 88% of the train delay hours in the SAAs.

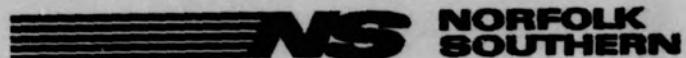
Two of the publicly reported performance measures in this week's report reflect changes made by NS either in the method of calculation or in the method of data collection. In an effort to provide a more meaningful comparison, NS modified its method of calculation of the NS Northern Region Crew Starts and Recrews so that it is consistent with CSX's formula for this measure. Also, the measures reported as the Cars Offered in Interchange but not Accepted reflects an improvement in data collection, which changed from a manual process to an

Mr. Melvin F. Clemens, Jr.
April 5, 2000
Page 2

automated process, rather than a deterioration in interchange between roads. As always, NS strives to report accurate data that evidences its improving rail operations.

Sincerely,

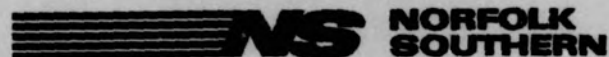
Tony L. Ingram



For the week ending 3/31/00

Shared Asset Area - Yard Performance

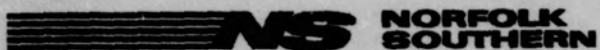
| Yard | date | Fluid Capacity | On hand -Empty | On hand - Loaded | On hand - Total | Cars handled | Average dwell |
|-----------------------|---------|----------------|----------------|------------------|-----------------|--------------|---------------|
| North Yard MI | 3/27/00 | 850 | 193 | 261 | 454 | 347 | 25.3 |
| | 3/28/00 | 850 | 123 | 203 | 326 | 291 | 18.1 |
| | 3/29/00 | 850 | 111 | 265 | 376 | 230 | 17.9 |
| | 3/30/00 | 850 | 140 | 259 | 399 | 268 | 18.6 |
| | 3/31/00 | 850 | 186 | 293 | 479 | 349 | 15.6 |
| North Yard MI Average | | 850 | 151 | 256 | 407 | 297 | 19.3 |
| Oak Island NJ | 3/27/00 | 1200 | 459 | 290 | 749 | 540 | 34.9 |
| | 3/28/00 | 1200 | 236 | 247 | 483 | 394 | 26.5 |
| | 3/29/00 | 1200 | 254 | 232 | 486 | 304 | 27.7 |
| | 3/30/00 | 1200 | 383 | 325 | 708 | 476 | 29.8 |
| | 3/31/00 | 1200 | 413 | 291 | 704 | 370 | 26.7 |
| Oak Island NJ Average | | 1200 | 349 | 277 | 626 | 417 | 29.6 |
| Pavonia NJ | 3/27/00 | 900 | 344 | 297 | 641 | 292 | 42.5 |
| | 3/28/00 | 900 | 341 | 366 | 707 | 517 | 23.5 |
| | 3/29/00 | 900 | 395 | 273 | 668 | 486 | 16.0 |
| | 3/30/00 | 900 | 355 | 324 | 679 | 540 | 21.6 |
| | 3/31/00 | 900 | 458 | 457 | 915 | 450 | 28.7 |
| Pavonia Average | | 900 | 379 | 343 | 722 | 457 | 24.9 |



For the week ending 3/31/00

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 | 3/27/00 | 9 | 44% | 11% | 22% | 0% | 22% |
| | 3/28/00 | 8 | 25% | 38% | 0% | 25% | 13% |
| | 3/29/00 | 10 | 30% | 30% | 10% | 10% | 20% |
| | 3/30/00 | 10 | 30% | 10% | 30% | 10% | 20% |
| | 3/31/00 | 8 | 63% | 0% | 13% | 0% | 25% |
| Detroit Total | | 45 | 38% | 18% | 16% | 9% | 20% |
| North Jersey Total | 3/27/00 | 11 | 18% | 27% | 18% | 9% | 27% |
| | 3/28/00 | 10 | 20% | 20% | 10% | 10% | 40% |
| | 3/29/00 | 11 | 18% | 9% | 18% | 18% | 36% |
| | 3/30/00 | 14 | 21% | 7% | 7% | 21% | 43% |
| | 3/31/00 | 14 | 43% | 14% | 7% | 0% | 36% |
| North Jersey Total | | 60 | 25% | 15% | 12% | 12% | 37% |
| South Jersey Total | 3/27/00 | 3 | 0% | 33% | 0% | 33% | 33% |
| | 3/28/00 | 5 | 20% | 0% | 0% | 20% | 60% |
| | 3/29/00 | 5 | 0% | 40% | 0% | 40% | 20% |
| | 3/30/00 | 7 | 29% | 14% | 14% | 0% | 43% |
| | 3/31/00 | 4 | 0% | 0% | 0% | 25% | 75% |
| South Jersey Total | | 24 | 13% | 17% | 4% | 21% | 46% |
| Grand Total | | 129 | 27% | 16% | 12% | 12% | 33% |

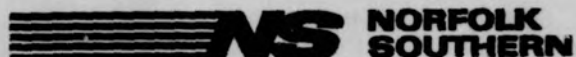


For the week ending 3/31/00

Shared Asset Area Trains Held

| area | Sat 25-Mar | Sun 26-Mar | Mon 27-Mar | Tue 28-Mar | Wed 29-Mar | Thu 30-Mar | Fri 31-Mar | Grand Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| North Jersey | 1 | 4 | 4 | 4 | 4 | 2 | 4 | 23 |
| South Jersey | 2 | 3 | 4 | 2 | 1 | 3 | 2 | 17 |
| Detroit | 3 | 3 | 1 | 3 | | 2 | 1 | 13 |

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



NS Cars Offered in Interchange but not Accepted

| offered | Monday | Tuesday | Wednesday | Thursday | Friday | total |
|--------------|-----------|-----------|-----------|-----------|------------|-----------|
| CSX | 91 | 66 | 15 | 83 | 0 | 51 |
| other | 0 | 0 | 0 | 0 | 127 | 25 |
| Total | 91 | 66 | 15 | 83 | 127 | 76 |

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

NS Northern Region Train Starts and Delays

| | Saturday 25-Mar | Sunday 26-Mar | Monday 27-Mar | Tuesday 28-Mar | Wednesday 29-Mar | Thursday 30-Mar | Friday 31-Mar | Grand Total |
|--------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| # of Train Starts | 180 | 152 | 170 | 186 | 187 | 187 | 190 | 1252 |
| Delay Cause | | | | | | | | |
| Crew Delays (hrs) | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| Power Delays (hrs) | 24.5 | 10.7 | 0.0 | 61.8 | 21.0 | 27.0 | 39.0 | 184.0 |

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

| track | Monday 20-Mar | Tuesday 21-Mar | Wednesday 22-Mar | Thursday 23-Mar | Friday 24-Mar | 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 25-Mar | Sunday 26-Mar | Monday 27-Mar | Tuesday 28-Mar | Wednesday 29-Mar | Thursday 30-Mar | Friday 31-Mar | average |
|-------------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| Fleet Size | 3573 | 3574 | 3580 | 3589 | 3587 | 3601 | 3588 | 3585 |
| available | 3362 | 3350 | 3378 | 3397 | 3405 | 3405 | 3363 | 3380 |
| out of service % | 5.9% | 6.3% | 5.6% | 5.3% | 5.1% | 5.4% | 6.3% | 5.7% |

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

NS Crew Starts and Delays

| | | Saturday 25-Mar | Sunday 26-Mar | Monday 27-Mar | Tuesday 28-Mar | Wednesday 29-Mar | Thursday 30-Mar | Friday 31-Mar | Grand Total |
|------------|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| Allentown | crew starts | 15 | 16 | 19 | 18 | 17 | 19 | 17 | 121 |
| | crews delayed | 5 | 6 | 2 | 2 | 4 | 4 | 5 | 28 |
| Bellevue | crew starts | 47 | 47 | 48 | 48 | 48 | 49 | 46 | 333 |
| | crews delayed | 22 | 17 | 18 | 17 | 19 | 23 | 24 | 140 |
| Buffalo | crew starts | 24 | 23 | 24 | 29 | 31 | 30 | 25 | 186 |
| | crews delayed | 8 | 4 | 3 | 5 | 8 | 9 | 7 | 44 |
| Chicago | crew starts | 42 | 36 | 33 | 35 | 36 | 35 | 38 | 255 |
| | crews delayed | 18 | 10 | 14 | 16 | 15 | 14 | 15 | 102 |
| Cincinnati | crew starts | 37 | 41 | 39 | 36 | 37 | 35 | 41 | 266 |
| | crews delayed | 4 | 8 | 19 | 10 | 10 | 11 | 12 | 74 |
| Cleveland | crew starts | 19 | 20 | 20 | 22 | 20 | 17 | 15 | 133 |
| | crews delayed | 5 | 8 | 3 | 8 | 10 | 6 | 6 | 46 |
| Conway | crew starts | 48 | 56 | 42 | 47 | 56 | 56 | 57 | 362 |
| | crews delayed | 14 | 18 | 11 | 10 | 20 | 15 | 10 | 98 |
| Detroit | crew starts | 18 | 18 | 24 | 21 | 23 | 22 | 24 | 150 |
| | crews delayed | 5 | 5 | 7 | 3 | 8 | 5 | 6 | 39 |
| Elkhart | crew starts | 39 | 40 | 35 | 36 | 33 | 42 | 40 | 265 |
| | crews delayed | 15 | 13 | 14 | 15 | 12 | 16 | 14 | 99 |
| Harrisburg | crew starts | 55 | 51 | 45 | 57 | 51 | 66 | 54 | 379 |
| | crews delayed | 21 | 11 | 15 | 21 | 15 | 17 | 20 | 120 |
| Toledo | crew starts | 59 | 56 | 45 | 48 | 57 | 60 | 60 | 385 |
| | crews delayed | 13 | 13 | 8 | 7 | 21 | 12 | 18 | 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 25-Mar | Sunday 26-Mar | Monday 27-Mar | Tuesday 28-Mar | Wednesday 29-Mar | Thursday 30-Mar | Friday 31-Mar | average |
|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|---------|
| availability% | 81% | 80% | 81% | 84% | 84% | 83% | 83% | 82% |

Notes:

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

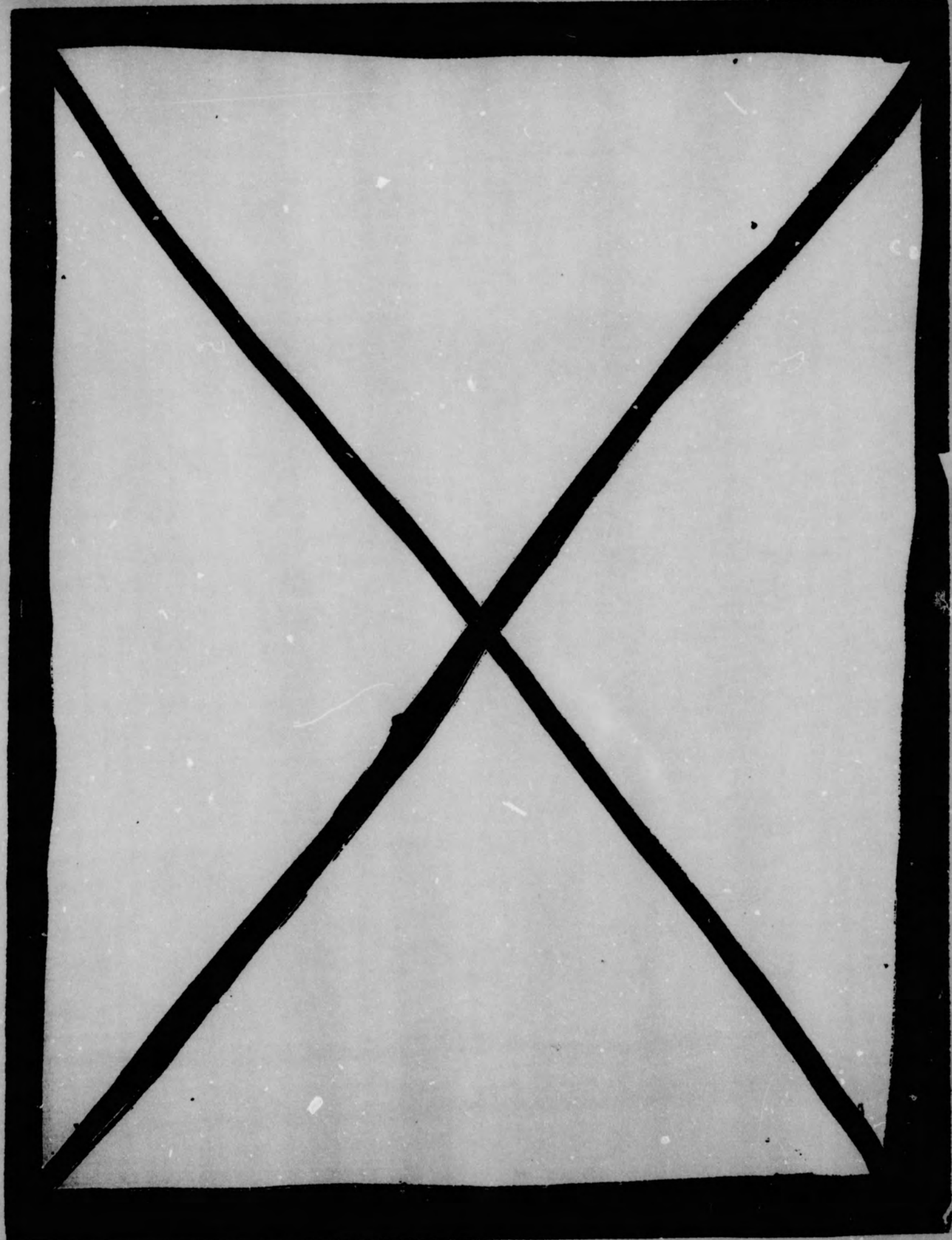
NS Northern Region Crew Starts and Recrews

| | Saturday 25-Mar | Sunday 26-Mar | Monday 27-Mar | Tuesday 28-Mar | Wednesday 29-Mar | Thursday 30-Mar | Friday 31-Mar | Grand Total |
|-------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| crew starts | 362 | 343 | 304 | 335 | 358 | 369 | 371 | 2442 |
| recrews | 27 | 21 | 13 | 17 | 31 | 24 | 22 | 155 |

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

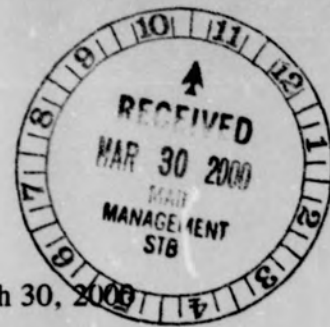
3-30-00

D

197936


SURFACE TRANSPORTATION BOARD

Memorandum




DATE: March 30, 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
MAR 30 2000
Part of
Public Record



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

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

Attachments

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



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

Danford L. Price
Assistant Vice President -
Service Measurements

March 29, 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, March 24th.

This week showed improvement in system velocity, while terminal dwell and cars on-line moved unfavorably. Overall train velocity increased from 17.4 to 17.6 miles-per-hour. Terminal dwell was up slightly from 33.6 to 34.0 hours. Average daily total cars on line increased almost a thousand, from 268,933 to 269,915.

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 local Chicago gateway operations continue to yield improved performance of deliveries to western carriers, however delays over the railroad leading into the gateway contributed to no change in performance 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 moved slightly unfavorable, from 33.6 to 34.0 hours from the prior week. This week, six of the 14 terminals showed improvement in terminal dwell. Terminals in the south were almost entirely responsible for the increase, as operations in Atlanta GA, Birmingham AL, Hamlet NC, Savannah GA, and Waycross GA continued at a slower rate than their historical averages.

Corridor Performance

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

Shared Areas

Daily average on hand cars increased from last week at North Yard and Pavonia. North Yard volume reflects continued strong activity in the automotive sector, while the increase at Pavonia appears to be chiefly due to an increase in standing count on Wednesday and Thursday. While the on-hand volume at Oak Island decreased by 6%, cars handled increased slightly by 1% over the prior week, reflecting continued improvements in fluidity. Overall terminal dwell time was 28.1 hours; for the third straight week it was the best performance since prior to Split Date. Road train delays for crew and power increased over the prior week. For the week, there were a total of 84 trains delayed for both CSXT and NS; 37 for crew, 24 for power, and 23 for late arrivals.

Additional Measurements

Train Delay Metric: For 802 train starts, Train Delay totaled 477 hours for Power and 194 hours for Crew. Train starts remained about the same, while Power delays increased, Crew delays decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 31.4% for the week, an improvement from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 82%, down one percentage point the prior week. This was due mainly to pay-day weekend for train crews.

Daily Number of Recrews Required: Of 1965 crew starts, 67 (3%) were recrews, which improved one percentage point from the prior week.

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

Locomotives: Gross Locomotives = 4251, Average Available = 3837, and Out-of-Service Ratio = 5.9%, which improved from the prior week.

Cars Offered in Interchange: averaged 230 cars daily, of which 123 were allocated to Norfolk Southern. This was an increase from the prior week.

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

On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh – Washington) and 93% for 90 MARC trains (West Virginia – Washington). Amtrak delays were again attributed to maintenance-of-way over the route with slow orders.

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

CSX continues to experience heavy customer loading, which is reflected on our cars on-line counts. Terminals continue to remain in good condition with the additional traffic. Our improvement in locomotive availability allowed CSX to position power at terminal locations where additional car volumes were evident.

Sincerely,

Danford L. Price
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

Yard Performance

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|----------------|-----------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 |
| Oak Island, NJ | Fluid Capacity | 1200 | 1200 | 1200 | 1200 | 1200 |
| | Cars On Hand - Loaded | 345 | 305 | 366 | 436 | 418 |
| | Cars On Hand - Empty | 470 | 327 | 381 | 576 | 434 |
| | Cars On Hand - Total | 815 | 632 | 747 | 1012 | 852 |
| | Cars Handled | 424 | 289 | 326 | 660 | 534 |
| | Dwell Hours | 34.7 | 32.7 | 24.1 | 24.8 | 34.8 |
| Pavonia, NJ | Fluid Capacity | 900 | 900 | 900 | 900 | 900 |
| | Cars On Hand - Loaded | 398 | 282 | 297 | 244 | 284 |
| | Cars On Hand - Empty | 355 | 423 | 388 | 340 | 314 |
| | Cars On Hand - Total | 753 | 705 | 685 | 584 | 598 |
| | Cars Handled | 461 | 365 | 456 | 337 | 559 |
| | Dwell Hours | 47.3 | 37.2 | 24.2 | 34.7 | 13.2 |
| North Yard, MI | Fluid Capacity | 850 | 850 | 850 | 850 | 850 |
| | Cars On Hand - Loaded | 331 | 202 | 245 | 366 | 302 |
| | Cars On Hand - Empty | 184 | 179 | 148 | 209 | 130 |
| | Cars On Hand - Total | 515 | 381 | 393 | 575 | 432 |
| | Cars Handled | 238 | 481 | 269 | 421 | 209 |
| | Dwell Hours | 25.0 | 19.4 | 18.5 | 29.2 | 21.5 |

CSX Comments: Daily average on hand cars increased over last week at both Detroit North Yard and Pavonia. North Yard volume reflects continued strong activity in the automotive sector, while the increase at Pavonia appears to be chiefly due to an increase in standing count on Wednesday and Thursday. While the on-hand volume at Oak Island decreased by 6%, cars handled increased slightly by 1% over the prior week, reflecting continued improvements in fluidity. Overall terminal dwell time was 28.1 hours. The best performance since prior to Split Date for the third straight week. The chief driver of performance improvement was a five-hour improvement in the elapsed time for all traffic at Oak Island.

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

Train Originations

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|------------------|------------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 |
| North Jersey SAA | Number of Originations | 8 | 9 | 12 | 11 | 3 |
| | % Ontime | 13% | 22% | 8% | 36% | 0% |
| | % Late 0-2 Hours | 13% | 11% | 42% | 0% | 0% |
| | % Late 2-4 Hours | 13% | 22% | 8% | 9% | 67% |
| | % Late 4-6 Hours | 25% | 0% | 25% | 18% | 0% |
| | % Late GT 6 Hours | 38% | 44% | 17% | 36% | 33% |
| South Jersey SAA | Number of Originations | 3 | 6 | 4 | 6 | 2 |
| | % Ontime | 0% | 17% | 0% | 17% | 0% |
| | % Late 0-2 Hours | 0% | 17% | 25% | 0% | 0% |
| | % Late 2-4 Hours | 33% | 17% | 25% | 17% | 0% |
| | % Late 4-6 Hours | 0% | 33% | 0% | 17% | 50% |
| | % Late GT 6 Hours | 67% | 17% | 50% | 50% | 50% |
| Detroit SAA | Number of Originations | 9 | 8 | 7 | 9 | 3 |
| | % Ontime | 22% | 25% | 43% | 56% | 0% |
| | % Late 0-2 Hours | 56% | 38% | 29% | 11% | 33% |
| | % Late 2-4 Hours | 11% | 13% | 14% | 0% | 0% |
| | % Late 4-6 Hours | 0% | 0% | 14% | 22% | 33% |
| | % Late GT 6 Hours | 11% | 25% | 0% | 11% | 33% |

CSX Comments: Road train delays for crew and power increased over the prior week. There were 23 originating trains delayed due to late arrivals from the CSXT and/or NS.

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|--------------|---------------------|----------|----------|-----------|----------|----------|---------|
| Measure | Railroad Offered To | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 | Average |
| Cars Offered | NS | 110 | 122 | 101 | 140 | 140 | 123 |
| | All Other | 119 | 134 | 192 | 45 | 45 | 107 |
| | Total | 229 | 256 | 293 | 185 | 185 | 230 |

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 | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 | Total |
| Blocked | Sidings | 1 | 0 | 0 | 1 | 0 | 2 |
| | Multiple Main Lines | 2 | 1 | 0 | 1 | 0 | 4 |
| | Total | 3 | 1 | 0 | 2 | 0 | 6 |

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|---------|-----------|----------|----------|-----------|----------|----------|---------|
| Service | Measure | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 | Average |
| AMTK | Trains | 2 | 2 | 2 | 2 | 2 | 10 |
| | % On Time | 50% | 50% | 50% | 50% | 100% | 60% |
| MARC | Trains | 18 | 18 | 18 | 18 | 16 | 88 |
| | % On Time | 94% | 100% | 100% | 72% | 100% | 93% |

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

CSXT Train Crew Delay

| Terminal | Causes of Delay Trains / Hours | Saturday 03/18/00 | Sunday 03/19/00 | Monday 03/20/00 | Tuesday 03/21/00 | Wednesday 03/22/00 | Thursday 03/23/00 | Friday 03/24/00 | Weekly Total |
|--------------|-----------------------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|-----------------|
| Baltimore | Train Crew Starts | 11 | 11 | 7 | 8 | 10 | 13 | 15 | 75 |
| | Crews Delayed +2 Hours | 6 | 9 | 4 | 6 | 8 | 11 | 13 | 57 |
| | % Delayed +2 Hours | 55% | 82% | 57% | 75% | 80% | 85% | 87% | 76% |
| Buffalo | Train Crew Starts | 46 | 48 | 37 | 50 | 47 | 47 | 48 | 323 |
| | Crews Delayed +2 Hours | 6 | 6 | 9 | 10 | 6 | 11 | 12 | 60 |
| | % Delayed +2 Hours | 13% | 13% | 24% | 20% | 13% | 23% | 25% | 19% |
| Chicago | Train Crew Starts | 24 | 22 | 23 | 25 | 31 | 25 | 27 | 177 |
| | Crews Delayed +2 Hours | 6 | 4 | 6 | 5 | 10 | 5 | 12 | 48 |
| | % Delayed +2 Hours | 25% | 18% | 26% | 20% | 32% | 20% | 44% | 27% |
| Cincinnati | Train Crew Starts | 35 | 40 | 32 | 34 | 36 | 36 | 34 | 247 |
| | Crews Delayed +2 Hours | 5 | 5 | 4 | 5 | 9 | 5 | 10 | 43 |
| | % Delayed +2 Hours | 14% | 13% | 13% | 15% | 25% | 14% | 29% | 17% |
| Cleveland | Train Crew Starts | 29 | 26 | 24 | 27 | 31 | 34 | 25 | 196 |
| | Crews Delayed +2 Hours | 11 | 14 | 6 | 16 | 13 | 7 | 13 | 80 |
| | % Delayed +2 Hours | 38% | 54% | 25% | 59% | 42% | 21% | 52% | 41% |
| Cumberland | Train Crew Starts | 29 | 41 | 32 | 33 | 33 | 34 | 32 | 234 |
| | Crews Delayed +2 Hours | 4 | 12 | 6 | 3 | 4 | 5 | 1 | 35 |
| | % Delayed +2 Hours | 14% | 29% | 19% | 9% | 12% | 15% | 3% | 15% |
| Detroit | Train Crew Starts | 4 | 6 | 4 | 4 | 5 | 4 | 8 | 35 |
| | Crews Delayed +2 Hours | 1 | 1 | 0 | 0 | 0 | 3 | 2 | 7 |
| | % Delayed +2 Hours | 25% | 17% | 0% | 0% | 0% | 75% | 25% | 20% |
| Philadelphia | Train Crew Starts | 11 | 8 | 8 | 5 | 6 | 9 | 8 | 55 |
| | Crews Delayed +2 Hours | 1 | 3 | 5 | 1 | 2 | 3 | 4 | 19 |
| | % Delayed +2 Hours | 9% | 38% | 63% | 20% | 33% | 33% | 50% | 35% |
| Selkirk | Train Crew Starts | 40 | 39 | 27 | 40 | 51 | 47 | 44 | 288 |
| | Crews Delayed +2 Hours | 17 | 18 | 14 | 10 | 20 | 16 | 12 | 107 |
| | % Delayed +2 Hours | 43% | 46% | 52% | 25% | 39% | 34% | 27% | 37% |
| Toledo | Train Crew Starts | 30 | 26 | 28 | 29 | 18 | 33 | 27 | 191 |
| | Crews Delayed +2 Hours | 11 | 13 | 11 | 6 | 2 | 11 | 10 | 64 |
| | % Delayed +2 Hours | 37% | 50% | 39% | 21% | 11% | 33% | 37% | 34% |
| Willard | Train Crew Starts | 45 | 37 | 37 | 44 | 46 | 45 | 42 | 296 |
| | Crews Delayed +2 Hours | 12 | 6 | 12 | 11 | 13 | 10 | 8 | 72 |
| | % Delayed +2 Hours | 27% | 16% | 32% | 25% | 28% | 22% | 19% | 24% |

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: 03/24/00

CSXT Train Delay - Northern Region Lines

| | Cause of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|-------------|--------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Trains / Hours | 03/18/00 | 03/19/00 | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 | Total |
| Train Delay | Originating Train Starts | 105 | 125 | 103 | 109 | 123 | 121 | 116 | 802 |
| | Delayed Hours - Power | 53 | 2 | 31 | 63 | 92 | 99 | 137 | 477 |
| | Delayed Hours - Crews | 51 | 71 | 3 | 3 | 4 | 18 | 44 | 194 |

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 | 03/18/00 | 03/19/00 | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 | Average |
| Crew Availability | % Available | 80% | 82% | 81% | 82% | 84% | 84% | 84% | 82% |

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

Daily Number of Train Crew Starts and Recrews Required

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|---------------|-------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Crew/Recrews | 03/18/00 | 03/19/00 | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 | Total |
| Crews/Recrews | Train Crew Starts | 285 | 276 | 239 | 277 | 304 | 304 | 280 | 1965 |
| | Recrews | 10 | 8 | 7 | 10 | 8 | 12 | 12 | 67 |
| | % Recrewed | 4% | 3% | 3% | 4% | 3% | 4% | 4% | 3% |

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

Surface Transportation Board

Performance Measures

For the week ending: 03/24/00

CSXT Locomotive Fleet Condition

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|---------|-------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Locomotives | 03/18/00 | 03/19/00 | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 | Average |

| | | | | | | | | | |
|-------------|-----------------------|------|------|------|------|------|------|------|------|
| Locomotives | Gross Fleet Size | 4213 | 4246 | 4240 | 4248 | 4266 | 4263 | 4278 | 4251 |
| | Avg. Number Available | 3784 | 3844 | 3847 | 3844 | 3839 | 3847 | 3852 | 3837 |
| | OOS Ratio | 6.5 | 6.1 | 6.1 | 5.9 | 5.9 | 5.5 | 5.4 | 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 | 03/18/00 | 03/19/00 | 03/20/00 | 03/21/00 | 03/22/00 | 03/23/00 | 03/24/00 | Average |

| | | | | | | | | | |
|-------------|---------------------------|---|---|---|----|---|---|---|---|
| Train Delay | Philadelphia/South Jersey | 4 | 2 | 5 | 1 | 0 | 4 | 2 | 3 |
| | North Jersey | 3 | 8 | 8 | 12 | 2 | 3 | 4 | 6 |
| | Detroit | 1 | 3 | 5 | 5 | 4 | 6 | 2 | 4 |

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

George A. Aspatore
General Solicitor

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

March 29, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending March 24, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.
March 29, 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

March 29, 2000

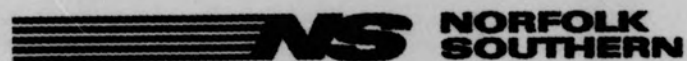
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Norfolk Southern's operations yielded consistent performance metrics once again. The number of cars on line continued to decrease and average terminal dwell time dipped to the lowest measure since Split Date. The average train speed decreased insignificantly. On the monitored corridors and Chicago gateway operations, 77 trains were held for terminal congestion, 36 trains were held for crews, and 28 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volumes increased at North Yard and Pavonia, but decreased at Oak Island. Average terminal dwell time decreased, yielding the best performance in the SAAs since Split Date for the third week in a row. Lack of crews resulted in 29 trains being delayed for 252 hours, while 24 trains were held for 375 hours awaiting power. Additionally, eight originating trains were delayed for 47 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 73% of the train delay hours in the SAAs.

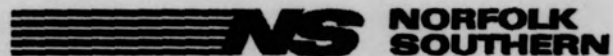
Sincerely,



For the week ending 3/24/00

Shared Asset Area - Yard Performance

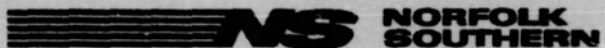
| Yard | date | Fluid Capacity | On hand - Empty | On hand - Loaded | On hand - Total | Cars handled | Average dwell |
|-----------------------|---------|----------------|-----------------|------------------|-----------------|--------------|---------------|
| North Yard MI | 3/20/00 | 850 | 184 | 331 | 515 | 238 | 25.0 |
| | 3/21/00 | 850 | 179 | 202 | 381 | 481 | 19.4 |
| | 3/22/00 | 850 | 148 | 245 | 393 | 269 | 18.5 |
| | 3/23/00 | 850 | 209 | 366 | 575 | 421 | 29.2 |
| | 3/24/00 | 850 | 130 | 302 | 432 | 209 | 21.5 |
| North Yard MI Average | | 850 | 170 | 289 | 459 | 324 | 22.9 |
| Oak Island NJ | 3/20/00 | 1200 | 470 | 345 | 815 | 424 | 34.7 |
| | 3/21/00 | 1200 | 327 | 305 | 632 | 289 | 32.7 |
| | 3/22/00 | 1200 | 381 | 366 | 747 | 326 | 24.1 |
| | 3/23/00 | 1200 | 576 | 436 | 1012 | 660 | 24.8 |
| | 3/24/00 | 1200 | 434 | 418 | 852 | 534 | 34.8 |
| Oak Island NJ Average | | 1200 | 438 | 374 | 812 | 447 | 30.0 |
| Pavonia NJ | 3/20/00 | 900 | 355 | 398 | 753 | 461 | 47.3 |
| | 3/21/00 | 900 | 423 | 282 | 705 | 365 | 37.2 |
| | 3/22/00 | 900 | 388 | 297 | 685 | 456 | 24.2 |
| | 3/23/00 | 900 | 340 | 244 | 584 | 337 | 34.7 |
| | 3/24/00 | 900 | 314 | 284 | 598 | 559 | 13.2 |
| Pavonia Average | | 900 | 364 | 301 | 665 | 436 | 30.1 |



For the week ending 3/24/00

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 | 3/20/00 | 9 | 22% | 56% | 11% | 0% | 11% |
| | 3/21/00 | 8 | 25% | 38% | 13% | 0% | 25% |
| | 3/22/00 | 7 | 43% | 29% | 14% | 14% | 0% |
| | 3/23/00 | 9 | 56% | 11% | 0% | 22% | 11% |
| | 3/24/00 | 8 | 0% | 33% | 0% | 33% | 33% |
| Detroit Total | | 41 | 33% | 33% | 8% | 11% | 14% |
| North Jersey Total | 3/20/00 | 8 | 13% | 13% | 13% | 25% | 38% |
| | 3/21/00 | 9 | 22% | 11% | 22% | 0% | 44% |
| | 3/22/00 | 12 | 8% | 42% | 8% | 25% | 17% |
| | 3/23/00 | 11 | 36% | 0% | 9% | 18% | 36% |
| | 3/24/00 | 11 | 0% | 0% | 67% | 0% | 33% |
| North Jersey Total | | 51 | 19% | 16% | 16% | 16% | 33% |
| South Jersey Total | 3/20/00 | 3 | 0% | 0% | 33% | 0% | 67% |
| | 3/21/00 | 6 | 17% | 17% | 17% | 33% | 17% |
| | 3/22/00 | 4 | 0% | 25% | 25% | 0% | 50% |
| | 3/23/00 | 6 | 17% | 0% | 17% | 17% | 50% |
| | 3/24/00 | 5 | 0% | 0% | 0% | 50% | 50% |
| South Jersey Total | | 24 | 10% | 10% | 19% | 19% | 43% |
| Grand Total | | 116 | 22% | 21% | 14% | 15% | 28% |

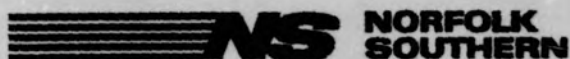


For the week ending 3/24/00

Shared Asset Area Trains Held

| area | Sat 18-Mar | Sun 19-Mar | Mon 20-Mar | Tue 21-Mar | Wed 22-Mar | Thu 23-Mar | Fri 24-Mar | Grand Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| North Jersey | 3 | 8 | 8 | 12 | 2 | 3 | 4 | 40 |
| South Jersey | 4 | 2 | 5 | 1 | | 4 | 2 | 13 |
| Detroit | 1 | 3 | 5 | 5 | 4 | 6 | 2 | 26 |

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



NS Cars Offered in Interchange but not Accepted

| offered | Monday | Tuesday | Wednesday | Thursday | Friday | total |
|---------|--------|---------|-----------|----------|--------|-------|
| CSX | 0 | 0 | 0 | 0 | 0 | 0 |
| other | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 |

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

NS Northern Region Train Starts and Delays

| | Saturday 18-Mar | Sunday 19-Mar | Monday 20-Mar | Tuesday 21-Mar | Wednesday 22-Mar | Thursday 23-Mar | Friday 24-Mar | Grand Total |
|--------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| # of Train Starts | 183 | 157 | 158 | 183 | 183 | 191 | 176 | 1231 |
| Delay Cause | | | | | | | | |
| Crew Delays (hrs) | 0.0 | 2.2 | 2.0 | 3.1 | 6.1 | 3.6 | 12.9 | 29.7 |
| Power Delays (hrs) | 89.7 | 82.5 | 85.4 | 66.5 | 41.6 | 68.4 | 49.8 | 483.8 |

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

| track | Monday 20-Mar | Tuesday 21-Mar | Wednesday 22-Mar | Thursday 23-Mar | Friday 24-Mar | 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 18-Mar | Sunday 19-Mar | Monday 20-Mar | Tuesday 21-Mar | Wednesday 22-Mar | Thursday 23-Mar | Friday 24-Mar | average |
|------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|---------|
| Fleet Size | 3583 | 3592 | 3548 | 3543 | 3585 | 3556 | 3565 | 3567 |
| available | 3403 | 3406 | 3350 | 3321 | 3374 | 3358 | 3360 | 3367 |
| out of service % | 5.0% | 5.2% | 5.6% | 6.3% | 5.9% | 5.6% | 5.8% | 5.6% |

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

NS Crew Starts and Delays

| | | Saturday 18-Mar | Sunday 19-Mar | Monday 20-Mar | Tuesday 21-Mar | Wednesday 22-Mar | Thursday 23-Mar | Friday 24-Mar | Grand Total |
|------------|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| Allentown | crew starts | 17 | 13 | 20 | 18 | 19 | 18 | 20 | 125 |
| | crews delayed | 6 | 5 | 6 | 3 | 4 | 3 | 7 | 34 |
| Bellevue | crew starts | 40 | 50 | 38 | 55 | 48 | 45 | 43 | 319 |
| | crews delayed | 16 | 20 | 13 | 31 | 17 | 18 | 28 | 143 |
| Buffalo | crew starts | 21 | 24 | 26 | 28 | 30 | 25 | 31 | 185 |
| | crews delayed | 3 | 6 | 5 | 6 | 5 | 4 | 7 | 36 |
| Chicago | crew starts | 35 | 35 | 39 | 33 | 34 | 43 | 36 | 255 |
| | crews delayed | 16 | 18 | 15 | 14 | 16 | 16 | 11 | 106 |
| Cincinnati | crew starts | 37 | 36 | 36 | 39 | 38 | 42 | 36 | 264 |
| | crews delayed | 12 | 17 | 13 | 14 | 12 | 11 | 10 | 89 |
| Cleveland | crew starts | 22 | 18 | 16 | 17 | 18 | 19 | 11 | 121 |
| | crews delayed | 5 | 3 | 5 | 6 | 7 | 9 | 4 | 39 |
| Conway | crew starts | 58 | 49 | 38 | 50 | 55 | 61 | 58 | 369 |
| | crews delayed | 13 | 15 | 10 | 15 | 14 | 18 | 11 | 96 |
| Detroit | crew starts | 22 | 18 | 22 | 27 | 21 | 26 | 24 | 160 |
| | crews delayed | 12 | 10 | 6 | 8 | 10 | 10 | 11 | 67 |
| Elkhart | crew starts | 48 | 45 | 37 | 47 | 40 | 38 | 40 | 295 |
| | crews delayed | 14 | 14 | 14 | 14 | 12 | 12 | 21 | 101 |
| Harrisburg | crew starts | 54 | 46 | 42 | 48 | 60 | 60 | 57 | 367 |
| | crews delayed | 16 | 7 | 12 | 16 | 20 | 20 | 27 | 118 |
| Toledo | crew starts | 57 | 52 | 40 | 55 | 54 | 55 | 52 | 365 |
| | crews delayed | 11 | 11 | 10 | 13 | 16 | 14 | 9 | 84 |

Notes:

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

NS Northern Region Daily Crew Availability Percentage

| | Saturday 18-Mar | Sunday 19-Mar | Monday 20-Mar | Tuesday 21-Mar | Wednesday 22-Mar | Thursday 23-Mar | Friday 24-Mar | average |
|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|---------|
| availability% | 79% | 80% | 82% | 85% | 86% | 85% | 83% | 83% |

Notes:

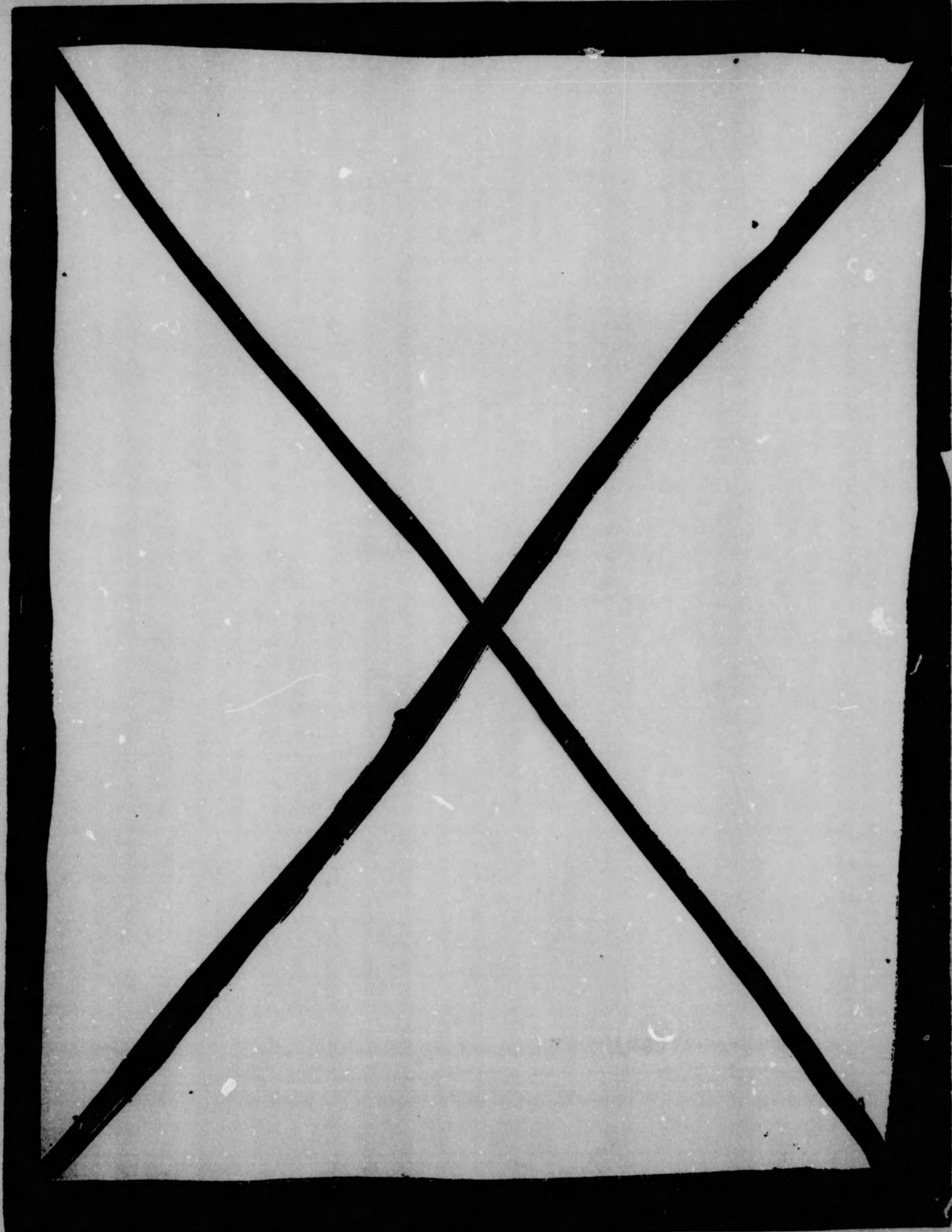
A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

NS Northern Region Crew Starts and Recrews

| | Saturday 18-Mar | Sunday 19-Mar | Monday 20-Mar | Tuesday 21-Mar | Wednesday 22-Mar | Thursday 23-Mar | Friday 24-Mar | Grand Total |
|-------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| crew starts | 478 | 442 | 529 | 583 | 590 | 616 | 579 | 2590 |
| recrews | 33 | 20 | 33 | 32 | 31 | 34 | 30 | 213 |

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

3-23-00

D

197888

Memorandum

197888



DATE: March 23, 2000

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

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

ENTERED
Office of the Secretary

MAR 23 2000

Part of
Public Record



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

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

Attachments

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



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

Danford L. Price
Assistant Vice President -
Service Measurements

March 22, 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, March 17th.

Overall train velocity decreased this week from 18.0 to 17.4 miles-per-hour. Terminal dwell was 33.6 hours same as the prior week. Average daily total cars on line increased to 268,933.

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 local Chicago gateway operations continue to yield improved performance of deliveries to western carriers, but congestion over the railroad leading into the gateway contributed to an overall decline in performance. The on-time-to-two-hours-late measure of deliveries moved unfavorable by eight percentage points this reporting week.

Yards and Terminals

CSX continued to have heavy customer loadings again this week, which contributed to higher car volumes. Overall dwell hours averaged 33.6 the same as the prior week. This week, six of the 14 terminals showed improvement in terminal dwell.

Corridor Performance

One of the six corridors showed an improvement from the prior week. The best train performance during this week was the East St. Louis to Northeast corridor. Second place belonged to the Chicago to Northeast corridor. Overall, the on-time-to-two-hours-late category decreased ten percentage points, and the percent of trains in the greater-than-six-hours-late category increased by five percentage points.

Shared Areas

Daily average on hand cars were virtually unchanged from last week at North Yard and Pavonia. Oak Island on-hand volume decreased by 10%, cars handled increased 5%, reflecting continued improvements in fluidity. Overall terminal dwell time was 29.3 hours for the second straight week. Road train delays for crew and power decreased over the prior week. For the week, there were a total of 47 trains delayed for both CSXT and NS; 21 for crew, 20 for power, and six for late arrivals.

Additional Measurements

Train Delay Metric: For 776 train starts, Train Delay totaled 227 hours for Power and 216 hours for Crew. Train starts remained about the same, while Power delays decreased, Crew delays increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 34.1% for the week, up slightly from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 83%, same as the prior week.

Daily Number of Recrews Required: Of 1920 crew starts, 84 (4%) were recrews, which was the same percentage as the prior two weeks.

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

Locomotives: Gross Locomotives = 4162, Average Available = 3716, and Out-of-Service Ratio = 6.5%, up from the prior week.

Cars Offered in Interchange: averaged 142 cars daily, of which 68 were allocated to Norfolk Southern.

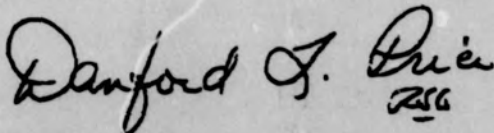
Blocked Sidings or Multiple Main Lines: totaled six for the week, up one from the prior week

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh - Washington) and 91% for 90 MARC trains (West Virginia - Washington). Amtrak delays were attributed to maintenance-of-way over the route with slow orders and train congestion.

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

CSX continues to experience heavy customer loading and is moving locomotive power to those areas in order to accommodate the influx of traffic. High crew availability continues to be an asset at this time with the additional traffic. Service Planning and the terminal teams are continuing to analyze traffic conditions to modify operating plans to alleviate traffic congestion.

Sincerely,

A handwritten signature in cursive script that reads "Danford L. Price". Below the signature, the letters "ZSG" are handwritten.

Danford L. Price
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 03/17/00

Yard Performance

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|----------------|-----------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 |
| Oak Island, NJ | Fluid Capacity | 1200 | 1200 | 1200 | 1200 | 1200 |
| | Cars On Hand - Loaded | 482 | 356 | 466 | 301 | 342 |
| | Cars On Hand - Empty | 543 | 446 | 495 | 433 | 452 |
| | Cars On Hand - Total | 1025 | 802 | 961 | 734 | 794 |
| | Cars Handled | 479 | 419 | 452 | 507 | 283 |
| | Dwell Hours | 37.6 | 36.3 | 29.2 | 38.0 | 32.9 |
| Pavonia, NJ | Fluid Capacity | 900 | 900 | 900 | 900 | 900 |
| | Cars On Hand - Loaded | 358 | 373 | 239 | 255 | 289 |
| | Cars On Hand - Empty | 360 | 393 | 253 | 230 | 413 |
| | Cars On Hand - Total | 718 | 766 | 492 | 485 | 702 |
| | Cars Handled | 576 | 341 | 520 | 386 | 569 |
| | Dwell Hours | 46.3 | 31.2 | 17.8 | 19.0 | 22.4 |
| North Yard, MI | Fluid Capacity | 850 | 850 | 850 | 850 | 850 |
| | Cars On Hand - Loaded | 261 | 258 | 306 | 249 | 258 |
| | Cars On Hand - Empty | 138 | 159 | 166 | 155 | 75 |
| | Cars On Hand - Total | 399 | 417 | 472 | 404 | 333 |
| | Cars Handled | 377 | 241 | 330 | 293 | 305 |
| | Dwell Hours | 27.1 | 20.5 | 22.9 | 27.5 | 18.5 |

CSX Comments: Daily average on hand cars increased from last week at Detroit North Yard and Oak Island. Detroit North Yard volume reflects continued strong activity in the automotive sector, while Oak Island's increase appears to be chiefly due to the one-day increase in standing count on Monday, March 13th. While Pavonia's on-hand volume decreased by 5%, cars handled increased 21% over the prior week, reflecting continued improvements in fluidity. Overall terminal dwell time was 29.3 hours for the second straight week; the best performance since prior to Split Date. The chief driver of performance improvement was a 7-hour improvement in local traffic elapsed time at Pavonia.

Surface Transportation Board

Performance Measures

For the week ending: 03/17/00

Train Originations

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|------------------|------------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 |
| North Jersey SAA | Number of Originations | 4 | 6 | 7 | 9 | 8 |
| | % Ontime | 0% | 17% | 0% | 0% | 13% |
| | % Late 0-2 Hours | 50% | 33% | 14% | 22% | 50% |
| | % Late 2-4 Hours | 25% | 0% | 14% | 22% | 0% |
| | % Late 4-6 Hours | 0% | 17% | 0% | 0% | 0% |
| | % Late GT 6 Hours | 25% | 33% | 71% | 56% | 38% |
| South Jersey SAA | Number of Originations | 2 | 5 | 5 | 6 | 4 |
| | % Ontime | 0% | 20% | 20% | 33% | 25% |
| | % Late 0-2 Hours | 0% | 0% | 20% | 0% | 0% |
| | % Late 2-4 Hours | 50% | 40% | 0% | 33% | 0% |
| | % Late 4-6 Hours | 0% | 20% | 0% | 17% | 25% |
| | % Late GT 6 Hours | 50% | 20% | 60% | 17% | 50% |
| Detroit SAA | Number of Originations | 6 | 6 | 9 | 8 | 8 |
| | % Ontime | 50% | 33% | 44% | 25% | 13% |
| | % Late 0-2 Hours | 17% | 0% | 22% | 25% | 38% |
| | % Late 2-4 Hours | 0% | 33% | 22% | 25% | 25% |
| | % Late 4-6 Hours | 17% | 17% | 0% | 0% | 13% |
| | % Late GT 6 Hours | 17% | 17% | 11% | 25% | 13% |

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

Surface Transportation Board

Performance Measures

For the week ending: 03/17/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|--------------|---------------------|----------|----------|-----------|----------|----------|---------|
| Measure | Railroad Offered To | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 | Average |
| Cars Offered | NS | 0 | 0 | 0 | 222 | 117 | 68 |
| | All Other | 5 | 84 | 49 | 228 | 3 | 74 |
| | Total | 5 | 84 | 49 | 450 | 120 | 142 |

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 | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 | Total |
| Blocked | Sidings | 1 | 1 | 0 | 1 | 1 | 4 |
| | Multiple Main Lines | 1 | 0 | 0 | 1 | 0 | 2 |
| | Total | 2 | 1 | 0 | 2 | 1 | 6 |

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|---------|-----------|----------|----------|-----------|----------|----------|---------|
| Service | Measure | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 | Average |
| AMTK | Trains | 2 | 2 | 2 | 2 | 2 | 10 |
| | % On Time | 100% | 0% | 50% | 0% | 0% | 30% |
| MARC | Trains | 18 | 18 | 18 | 18 | 18 | 90 |
| | % On Time | 100% | 100% | 94% | 89% | 72% | 91% |

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 03/17/00

CSXT Train Crew Delay

| Terminal | Causes of Delay Trains / Hours | Saturday 03/11/00 | Sunday 03/12/00 | Monday 03/13/00 | Tuesday 03/14/00 | Wednesday 03/15/00 | Thursday 03/16/00 | Friday 03/17/00 | Weekly Total |
|--------------|-----------------------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|-----------------|
| Baltimore | Train Crew Starts | 11 | 11 | 9 | 14 | 10 | 9 | 15 | 79 |
| | Crews Delayed +2 Hours | 9 | 9 | 7 | 10 | 6 | 7 | 11 | 59 |
| | % Delayed +2 Hours | 82% | 82% | 78% | 71% | 60% | 78% | 73% | 75% |
| Buffalo | Train Crew Starts | 45 | 37 | 39 | 47 | 50 | 46 | 42 | 306 |
| | Crews Delayed +2 Hours | 11 | 10 | 17 | 10 | 12 | 11 | 10 | 81 |
| | % Delayed +2 Hours | 24% | 27% | 44% | 21% | 24% | 24% | 24% | 26% |
| Chicago | Train Crew Starts | 27 | 23 | 29 | 21 | 33 | 16 | 26 | 175 |
| | Crews Delayed +2 Hours | 9 | 6 | 8 | 7 | 11 | 5 | 13 | 59 |
| | % Delayed +2 Hours | 33% | 26% | 28% | 33% | 33% | 31% | 50% | 34% |
| Cincinnati | Train Crew Starts | 39 | 35 | 36 | 33 | 32 | 35 | 33 | 243 |
| | Crews Delayed +2 Hours | 5 | 6 | 5 | 5 | 2 | 2 | 10 | 35 |
| | % Delayed +2 Hours | 13% | 17% | 14% | 15% | 6% | 6% | 30% | 14% |
| Cleveland | Train Crew Starts | 28 | 29 | 29 | 31 | 22 | 32 | 26 | 197 |
| | Crews Delayed +2 Hours | 10 | 14 | 14 | 6 | 3 | 6 | 12 | 65 |
| | % Delayed +2 Hours | 36% | 48% | 48% | 19% | 14% | 19% | 46% | 33% |
| Cumberland | Train Crew Starts | 32 | 31 | 29 | 31 | 36 | 29 | 35 | 223 |
| | Crews Delayed +2 Hours | 7 | 8 | 6 | 10 | 16 | 8 | 15 | 70 |
| | % Delayed +2 Hours | 22% | 26% | 21% | 32% | 44% | 28% | 43% | 31% |
| Detroit | Train Crew Starts | 6 | 3 | 5 | 5 | 5 | 5 | 6 | 35 |
| | Crews Delayed +2 Hours | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| | % Delayed +2 Hours | 0% | 0% | 20% | 0% | 0% | 20% | 17% | 9% |
| Philadelphia | Train Crew Starts | 6 | 8 | 9 | 8 | 4 | 9 | 12 | 56 |
| | Crews Delayed +2 Hours | 2 | 2 | 7 | 2 | 1 | 4 | 5 | 23 |
| | % Delayed +2 Hours | 33% | 25% | 78% | 25% | 25% | 44% | 42% | 41% |
| Selkirk | Train Crew Starts | 41 | 31 | 29 | 37 | 43 | 39 | 45 | 265 |
| | Crews Delayed +2 Hours | 19 | 10 | 11 | 8 | 15 | 16 | 19 | 98 |
| | % Delayed +2 Hours | 46% | 32% | 38% | 22% | 35% | 41% | 42% | 37% |
| Toledo | Train Crew Starts | 23 | 27 | 27 | 27 | 25 | 27 | 28 | 184 |
| | Crews Delayed +2 Hours | 7 | 12 | 10 | 11 | 10 | 13 | 13 | 76 |
| | % Delayed +2 Hours | 30% | 44% | 37% | 41% | 40% | 48% | 46% | 41% |
| Willard | Train Crew Starts | 38 | 38 | 40 | 41 | 41 | 47 | 44 | 289 |
| | Crews Delayed +2 Hours | 22 | 12 | 14 | 9 | 12 | 14 | 15 | 98 |
| | % Delayed +2 Hours | 58% | 32% | 35% | 22% | 29% | 30% | 34% | 34% |

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

Surface Transportation Board

Performance Measures

For the week ending: 03/17/00

CSXT Train Delay - Northern Region Lines

| | Cause of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|-------------|--------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Trains / Hours | 03/11/00 | 03/12/00 | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 | Total |
| Train Delay | Originating Train Starts | 102 | 104 | 110 | 108 | 115 | 121 | 116 | 776 |
| | Delayed Hours - Power | 52 | 53 | 0 | 18 | 31 | 33 | 40 | 227 |
| | Delayed Hours - Crews | 43 | 43 | 27 | 3 | 8 | 31 | 61 | 216 |

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 | 03/11/00 | 03/12/00 | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 | Average |
| Crew Availability | % Available | 83% | 82% | 82% | 83% | 84% | 83% | 83% | 83% |

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 | 03/11/00 | 03/12/00 | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 | Total |
| Crews/Recrews | Train Crew Starts | 275 | 271 | 245 | 281 | 277 | 289 | 282 | 1920 |
| | Recrews | 11 | 14 | 11 | 11 | 9 | 14 | 14 | 84 |
| | % Recrewed | 4% | 5% | 4% | 4% | 3% | 5% | 5% | 4% |

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

Surface Transportation Board

Performance Measures

For the week ending: 03/17/00

CSXT Locomotive Fleet Condition

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|-------------|-----------------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Locomotives | 03/11/00 | 03/12/00 | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 | Average |
| Locomotives | Gross Fleet Size | 4163 | 4166 | 4148 | 4157 | 4163 | 4170 | 4169 | 4162 |
| | Avg. Number Available | 3703 | 3714 | 3703 | 3713 | 3697 | 3727 | 3753 | 3716 |
| | OOS Ratio | 5.9 | 6.4 | 6.4 | 6.2 | 6.7 | 6.8 | 6.8 | 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 | 03/11/00 | 03/12/00 | 03/13/00 | 03/14/00 | 03/15/00 | 03/16/00 | 03/17/00 | Average |
| Train Delay | Philadelphia/South Jersey | 3 | 1 | 0 | 0 | 2 | 4 | 3 | 2 |
| | North Jersey | 5 | 0 | 5 | 5 | 2 | 1 | 1 | 3 |
| | Detroit | 2 | 5 | 0 | 4 | 4 | 1 | 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

March 22, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending March 17, 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.

March 22, 2000

Page 2

As always, I am including a letter written by Tony L. Ingram, General Manager – Staff, 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 22, 2000

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

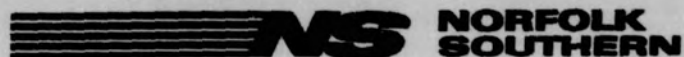
Dear Mr. Clemens:

Norfolk Southern continues to maintain its performance. The number of cars on line continued to decrease and the average train speed held steady. The average terminal dwell time increased marginally. On the monitored corridors and Chicago gateway operations, 86 trains were held for terminal congestion, 39 trains were held for crews, and 29 trains were held for crews.

With respect to our customer service hotline in Buffalo, two calls were received and both matters were resolved.

The performance metrics in the Shared Assets Areas also remain consistent. Daily average on-hand car volumes increased at North Yard and Oak Island. On-hand car volumes at Pavonia continue to decrease despite significant increases in the number of cars handled. Average terminal dwell time remained steady, thus yielding the best performance in the SAAs since Split Date for the second week in a row. Lack of crews resulted in 22 trains being delayed for 173 hours, while 21 trains were held for 245 hours awaiting power. Additionally, six originating trains were delayed for 48 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 70% of the train delay hours in the SAAs.

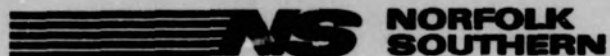
Sincerely,



For the week ending 3/17/00

Shared Asset Area - Yard Performance

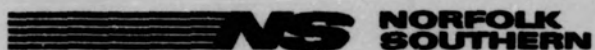
| Yard | date | Fluid Capacity | On hand -Empty | On hand - Loaded | On hand - Total | Cars handled | Average dwell |
|-----------------------|---------|----------------|----------------|------------------|-----------------|--------------|---------------|
| North Yard MI | 3/13/00 | 850 | 138 | 261 | 399 | 377 | 27.1 |
| | 3/14/00 | 950 | 159 | 258 | 417 | 241 | 20.5 |
| | 3/15/00 | 850 | 166 | 306 | 472 | 330 | 22.9 |
| | 3/16/00 | 850 | 155 | 249 | 404 | 293 | 27.5 |
| | 3/17/00 | 850 | 75 | 258 | 333 | 305 | 18.5 |
| North Yard MI Average | | 850 | 139 | 266 | 405 | 309 | 23.6 |
| Oak Island NJ | 3/13/00 | 1200 | 543 | 482 | 1025 | 479 | 37.6 |
| | 3/14/00 | 1200 | 446 | 356 | 802 | 419 | 36.3 |
| | 3/15/00 | 1200 | 495 | 466 | 961 | 452 | 29.2 |
| | 3/16/00 | 1200 | 433 | 301 | 734 | 507 | 38.0 |
| | 3/17/00 | 1200 | 452 | 342 | 794 | 283 | 32.9 |
| Oak Island NJ Average | | 1200 | 474 | 389 | 863 | 428 | 35.1 |
| Pavonia NJ | 3/13/00 | 900 | 360 | 358 | 718 | 576 | 46.3 |
| | 3/14/00 | 900 | 393 | 373 | 766 | 341 | 31.2 |
| | 3/15/00 | 900 | 253 | 239 | 492 | 520 | 17.8 |
| | 3/16/00 | 900 | 230 | 255 | 485 | 386 | 19.0 |
| | 3/17/00 | 900 | 413 | 289 | 702 | 569 | 22.4 |
| Pavonia Average | | 900 | 330 | 303 | 633 | 478 | 27.9 |



For the week ending 3/17/00

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 | 3/13/00 | 6 | 50% | 17% | 0% | 17% | 17% |
| | 3/14/00 | 6 | 33% | 0% | 33% | 17% | 17% |
| | 3/15/00 | 9 | 44% | 22% | 22% | 0% | 11% |
| | 3/16/00 | 8 | 25% | 25% | 25% | 0% | 25% |
| | 3/17/00 | 8 | 13% | 38% | 25% | 13% | 13% |
| Detroit Total | | 37 | 32% | 22% | 22% | 8% | 16% |
| North Jersey Total | 3/13/00 | 4 | 0% | 50% | 25% | 0% | 25% |
| | 3/14/00 | 6 | 17% | 33% | 0% | 17% | 33% |
| | 3/15/00 | 7 | 0% | 14% | 14% | 0% | 71% |
| | 3/16/00 | 9 | 0% | 22% | 22% | 0% | 56% |
| | 3/17/00 | 8 | 13% | 50% | 0% | 0% | 38% |
| North Jersey Total | | 34 | 6% | 32% | 12% | 3% | 47% |
| South Jersey Total | 3/13/00 | 2 | 0% | 0% | 50% | 0% | 50% |
| | 3/14/00 | 5 | 20% | 0% | 40% | 20% | 20% |
| | 3/15/00 | 5 | 20% | 20% | 0% | 0% | 60% |
| | 3/16/00 | 6 | 33% | 0% | 33% | 17% | 17% |
| | 3/17/00 | 4 | 25% | 0% | 0% | 25% | 50% |
| South Jersey Total | | 22 | 23% | 5% | 23% | 14% | 36% |
| Grand Total | | 93 | 20% | 22% | 18% | 8% | 32% |

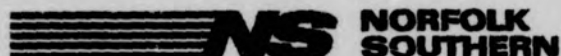


For the week ending 3/17/00

Shared Asset Area Trains Held

| area | Sat 11-Mar | Sun 12-Mar | Mon 13-Mar | Tue 14-Mar | Wed 15-Mar | Thu 16-Mar | Fri 17-Mar | Grand Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| North Jersey | | 5 | 5 | 2 | 1 | 1 | 3 | 17 |
| South Jersey | 1 | | | 2 | 3 | 4 | 2 | 12 |
| Detroit | 5 | | 4 | 4 | 1 | 1 | 3 | 18 |

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



NS Cars Offered in Interchange but not Accepted

| offered | Monday | Tuesday | Wednesday | Thursday | Friday | total |
|--------------|----------|----------|-----------|----------|----------|----------|
| CSX | 0 | 0 | 0 | 0 | 0 | 0 |
| other | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 |

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

NS Northern Region Train Starts and Delays

| | Saturday 11-Mar | Sunday 12-Mar | Monday 13-Mar | Tuesday 14-Mar | Wednesday 15-Mar | Thursday 16-Mar | Friday 17-Mar | Grand Total |
|--------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| # of Train Starts | 180 | 147 | 160 | 176 | 193 | 185 | 184 | 1225 |
| Delay Cause | | | | | | | | |
| Crew Delays (hrs) | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 14.8 |
| Power Delays (hrs) | 52.3 | 6.5 | 10.3 | 76.0 | 108.5 | 48.7 | 39.8 | 341.9 |

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

| track | Monday 13-Mar | Tuesday 14-Mar | Wednesday 15-Mar | Thursday 16-Mar | Friday 17-Mar | total |
|--------------------|------------------|-------------------|---------------------|--------------------|------------------|----------|
| Multiple Main | 0 | 0 | 0 | 0 | 0 | 0 |
| Siding | 0 | 2 | 0 | 1 | 0 | 3 |
| Grand Total | 0 | 2 | 0 | 1 | 0 | 3 |

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

Locomotive Fleet Statistics

| | Saturday 11-Mar | Sunday 12-Mar | Monday 13-Mar | Tuesday 14-Mar | Wednesday 15-Mar | Thursday 16-Mar | Friday 17-Mar | average |
|-------------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| Fleet Size | 3570 | 3579 | 3530 | 3587 | 3566 | 3574 | 3572 | 3568 |
| available | 3367 | 3348 | 3323 | 3387 | 3345 | 3379 | 3389 | 3363 |
| out of service % | 5.7% | 6.5% | 5.9% | 5.6% | 6.2% | 5.5% | 5.1% | 5.8% |

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

NS Crew Starts and Delays

| | | Saturday 11-Mar | Sunday 12-Mar | Monday 13-Mar | Tuesday 14-Mar | Wednesday 15-Mar | Thursday 16-Mar | Friday 17-Mar | Grand Total |
|------------|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| Allentown | crew starts | 16 | 14 | 17 | 18 | 18 | 21 | 18 | 122 |
| | crews delayed | 5 | 6 | 6 | 3 | 5 | 4 | 4 | 33 |
| Bellevue | crew starts | 33 | 39 | 56 | 47 | 44 | 52 | 47 | 318 |
| | crews delayed | 19 | 24 | 18 | 19 | 21 | 24 | 30 | 155 |
| Buffalo | crew starts | 24 | 22 | 23 | 31 | 29 | 29 | 28 | 186 |
| | crews delayed | 6 | 6 | 6 | 7 | 8 | 5 | 8 | 46 |
| Chicago | crew starts | 38 | 37 | 32 | 30 | 37 | 37 | 38 | 249 |
| | crews delayed | 16 | 15 | 11 | 10 | 12 | 16 | 13 | 93 |
| Cincinnati | crew starts | 36 | 33 | 35 | 38 | 36 | 41 | 38 | 257 |
| | crews delayed | 13 | 9 | 13 | 13 | 8 | 7 | 14 | 77 |
| Cleveland | crew starts | 20 | 16 | 14 | 25 | 19 | 21 | 15 | 130 |
| | crews delayed | 7 | 5 | 3 | 9 | 4 | 5 | 6 | 39 |
| Conway | crew starts | 59 | 44 | 43 | 52 | 51 | 58 | 54 | 361 |
| | crews delayed | 25 | 10 | 14 | 16 | 13 | 14 | 17 | 109 |
| Detroit | crew starts | 20 | 21 | 20 | 25 | 26 | 21 | 24 | 157 |
| | crews delayed | 5 | 13 | 8 | 6 | 5 | 7 | 11 | 55 |
| Elkhart | crew starts | 44 | 41 | 38 | 44 | 42 | 46 | 41 | 296 |
| | crews delayed | 15 | 10 | 16 | 17 | 13 | 16 | 13 | 100 |
| Harrisburg | crew starts | 57 | 46 | 43 | 55 | 59 | 60 | 57 | 377 |
| | crews delayed | 16 | 9 | 10 | 11 | 27 | 21 | 12 | 106 |
| Toledo | crew starts | 61 | 54 | 49 | 51 | 51 | 57 | 52 | 375 |
| | crews delayed | 18 | 17 | 16 | 12 | 15 | 14 | 14 | 106 |

Notes:

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

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

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

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

NS Northern Region Daily Crew Availability Percentage

| | Saturday 11-Mar | Sunday 12-Mar | Monday 13-Mar | Tuesday 14-Mar | Wednesday 15-Mar | Thursday 16-Mar | Friday 17-Mar | average |
|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|---------|
| availability% | 81% | 80% | 83% | 84% | 85% | 84% | 83% | 83% |

Notes:

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

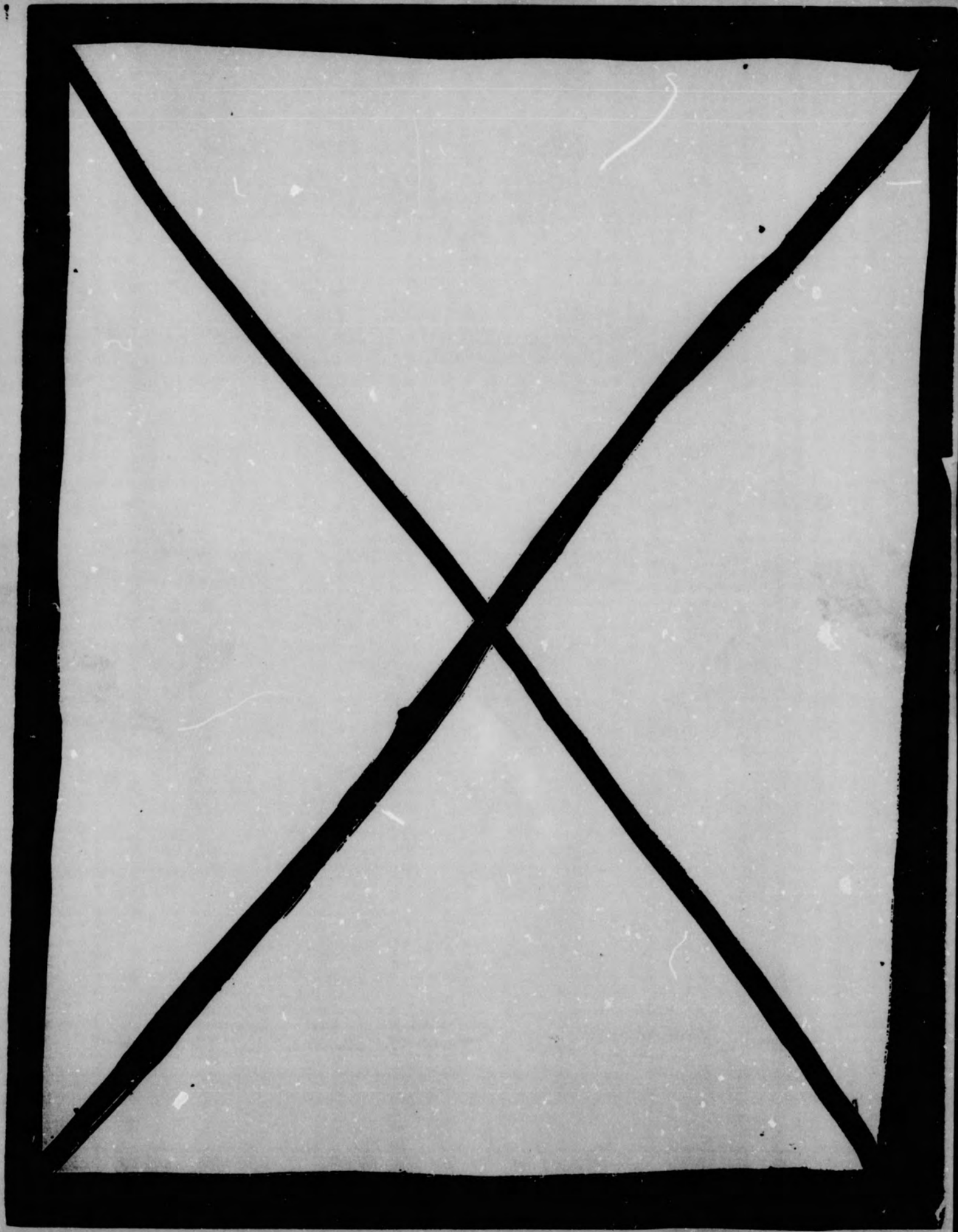
NS Northern Region Crew Starts and Recrews

| | Saturday 11-Mar | Sunday 12-Mar | Monday 13-Mar | Tuesday 14-Mar | Wednesday 15-Mar | Thursday 16-Mar | Friday 17-Mar | Grand Total |
|-------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| crew starts | 396 | 334 | 317 | 374 | 382 | 406 | 381 | 2590 |
| recrews | 29 | 35 | 24 | 38 | 46 | 34 | 41 | 247 |

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

3-16-00

D

197842

Memorandum



DATE: March 16, 2000

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

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

ENTERED
Office of the Secretary

MAR 17 2000

Part of
Public Record

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

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

Attachments

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



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

Danford L. Price
Assistant Vice President -
Service Measurements

March 15, 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, March 10th.

Overall train velocity decreased this week from 18.6 to 18.0 miles-per-hour. Terminal dwell was 33.6 hours compared to 31.8 the prior week. Average daily total cars on line increased to 267,674.

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

Line-of-road improvements enroute to the Chicago gateway continue to yield improved performance of deliveries to western carriers through Chicago. The on-time-to-two-hours-late measure of deliveries improved by four percentage points this reporting week.

Yards and Terminals

Heavy customer loadings this week contributed to higher car volumes, and overall dwell hours increased slightly across the network. This week, five of the 14 terminals showed an improvement in terminal dwell.

Corridor Performance

Two of the six corridors showed an improvement from the prior week, while two remained the same. The best train performance during this week was the East St. Louis to Northeast corridor. Second place belonged to the Chicago to Northeast corridor. Overall, the on-time-to-two-hours-late category decreased three percentage points, and the percent of trains in the greater-than-six-hours-late category increased by six percentage points.

Shared Areas

Daily average on hand cars were virtually unchanged from last week at North Yard and Pavonia. Oak Island on-hand volume decreased by 10%, cars handled increased 5%, reflecting continued improvements in fluidity. Overall terminal dwell time decreased from 32.5 hours to 29.3 hours. Road train delays for crew and power decreased over the prior week. For the week, there were a total of 36 trains delayed for both CSXT and NS; 17 for crew, 17 for power, and two for late arrivals.

Additional Measurements

Train Delay Metric: For 766 train starts, Train Delay totaled 282 hours for Power and 130 hours for Crew. Train starts and Crew delays remained about the same, Power delays were up 14% from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 31.8% for the week, a slight improvement from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 83%, down one percentage point from the prior week.

Daily Number of Recrews Required: Of 1883 crew starts, 77 (4%) were recrews, which was the same percentage as the prior week.

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

Locomotives: Gross Locomotives = 4139, Average Available = 3717, and Out-of-Service Ratio = 5.9%, up slightly from the prior week.

Cars Offered in Interchange: averaged 226 cars daily, of which 65 were allocated to Norfolk Southern.

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

On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh – Washington) and 80% for 90 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 the past few weeks, the Buffalo interchange with the foreign railroads has continued to improve due to more precise interchange blocking.

CSX terminal teams continue to analyze yard operations and are modifying the operating plan to increase fluidity across the network. In working closely with our customers we continue to see some improvements in delivery schedules.

Sincerely,

Danford L. Price
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 03/10/00

Yard Performance

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|----------------|-----------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 |
| Oak Island, NJ | Fluid Capacity | 1200 | 1200 | 1200 | 1200 | 1200 |
| | Cars On Hand - Loaded | 314 | 439 | 410 | 473 | 373 |
| | Cars On Hand - Empty | 379 | 321 | 355 | 389 | 397 |
| | Cars On Hand - Total | 693 | 760 | 765 | 862 | 770 |
| | Cars Handled | 419 | 447 | 507 | 536 | 466 |
| | Dwell Hours | 38.1 | 41.0 | 30.1 | 29.2 | 26.1 |
| Pavonia, NJ | Fluid Capacity | 900 | 900 | 900 | 900 | 900 |
| | Cars On Hand - Loaded | 370 | 274 | 229 | 284 | 309 |
| | Cars On Hand - Empty | 386 | 324 | 358 | 334 | 463 |
| | Cars On Hand - Total | 756 | 598 | 587 | 618 | 772 |
| | Cars Handled | 420 | 360 | 318 | 376 | 509 |
| | Dwell Hours | 46.2 | 36.3 | 20.1 | 24.4 | 30.8 |
| North Yard, MI | Fluid Capacity | 850 | 850 | 850 | 850 | 850 |
| | Cars On Hand - Loaded | 229 | 246 | 222 | 277 | 272 |
| | Cars On Hand - Empty | 70 | 127 | 129 | 149 | 172 |
| | Cars On Hand - Total | 299 | 373 | 351 | 426 | 444 |
| | Cars Handled | 311 | 395 | 221 | 241 | 454 |
| | Dwell Hours | 22.0 | 17.3 | 20.8 | 29.3 | 19.4 |

CSX Comments: Daily average on hand cars were virtually unchanged from last week at North Yard and Pavonia. Conditions in the classification yards and the serving yards continue to be stable. While Oak Island on-hand volume decreased by 10%, cars handled increased 5%, reflecting continued improvements in fluidity. Overall terminal dwell time decreased from 32.5 hours to 29.3 hours, again the best performance since prior to Split Date. With the exception of merchandise traffic at Oak Island, which held steady with last week, elapsed time improvements occurred across-the-board in all locations and traffic types.

Surface Transportation Board

Performance Measures

For the week ending: 03/10/00

Train Originations

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|------------------|------------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 |
| North Jersey SAA | Number of Originations | 4 | 6 | 8 | 9 | 7 |
| | % Ontime | 25% | 0% | 0% | 11% | 29% |
| | % Late 0-2 Hours | 50% | 0% | 13% | 22% | 14% |
| | % Late 2-4 Hours | 0% | 33% | 13% | 11% | 0% |
| | % Late 4-6 Hours | 0% | 17% | 13% | 22% | 14% |
| | % Late GT 6 Hours | 25% | 50% | 63% | 33% | 43% |
| South Jersey SAA | Number of Originations | 6 | 5 | 5 | 5 | 6 |
| | % Ontime | 33% | 40% | 40% | 20% | 17% |
| | % Late 0-2 Hours | 17% | 20% | 0% | 0% | 33% |
| | % Late 2-4 Hours | 0% | 0% | 0% | 40% | 33% |
| | % Late 4-6 Hours | 0% | 0% | 20% | 20% | 0% |
| | % Late GT 6 Hours | 50% | 40% | 40% | 20% | 17% |
| Detroit SAA | Number of Originations | 7 | 6 | 8 | 9 | 7 |
| | % Ontime | 43% | 50% | 38% | 44% | 43% |
| | % Late 0-2 Hours | 29% | 17% | 25% | 11% | 14% |
| | % Late 2-4 Hours | 0% | 0% | 25% | 0% | 0% |
| | % Late 4-6 Hours | 14% | 17% | 0% | 22% | 14% |
| | % Late GT 6 Hours | 14% | 17% | 13% | 22% | 29% |

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

Surface Transportation Board

Performance Measures

For the week ending: 03/10/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|--------------|---------------------|----------|----------|-----------|----------|----------|---------|
| Measure | Railroad Offered To | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 | Average |
| Cars Offered | NS | 68 | 39 | 55 | 56 | 106 | 65 |
| | All Other | 172 | 241 | 250 | 87 | 54 | 161 |
| | Total | 240 | 280 | 305 | 143 | 160 | 226 |

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 | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 | Total |
| Blocked | Sidings | 0 | 1 | 1 | 0 | 0 | 2 |
| | Multiple Main Lines | 0 | 0 | 0 | 1 | 2 | 3 |
| | Total | 0 | 1 | 1 | 1 | 2 | 5 |

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 | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 | Average |
| AMTK | Trains | 2 | 2 | 2 | 2 | 2 | 10 |
| | % On Time | 100% | 50% | 100% | 100% | 50% | 80% |
| MARC | Trains | 18 | 18 | 18 | 18 | 18 | 90 |
| | % On Time | 100% | 89% | 78% | 44% | 89% | 80% |

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 03/10/00

CSXT Train Crew Delay

| | Causes of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|--------------|------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Terminal | Trains / Hours | 03/04/00 | 03/05/00 | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 | Total |
| Baltimore | Train Crew Starts | 19 | 9 | 13 | 13 | 10 | 14 | 10 | 88 |
| | Crews Delayed +2 Hours | 13 | 6 | 11 | 12 | 8 | 10 | 5 | 65 |
| | % Delayed +2 Hours | 68% | 67% | 85% | 92% | 80% | 71% | 50% | 74% |
| Buffalo | Train Crew Starts | 44 | 41 | 36 | 45 | 44 | 46 | 50 | 306 |
| | Crews Delayed +2 Hours | 10 | 10 | 10 | 5 | 5 | 11 | 13 | 64 |
| | % Delayed +2 Hours | 23% | 24% | 28% | 11% | 11% | 24% | 26% | 21% |
| Chicago | Train Crew Starts | 19 | 29 | 29 | 27 | 24 | 20 | 20 | 168 |
| | Crews Delayed +2 Hours | 7 | 8 | 7 | 10 | 5 | 8 | 5 | 50 |
| | % Delayed +2 Hours | 37% | 28% | 24% | 37% | 21% | 40% | 25% | 30% |
| Cincinnati | Train Crew Starts | 34 | 36 | 31 | 32 | 32 | 31 | 33 | 229 |
| | Crews Delayed +2 Hours | 8 | 4 | 5 | 15 | 6 | 6 | 5 | 49 |
| | % Delayed +2 Hours | 24% | 11% | 16% | 47% | 19% | 19% | 15% | 21% |
| Cleveland | Train Crew Starts | 24 | 24 | 27 | 25 | 23 | 21 | 24 | 168 |
| | Crews Delayed +2 Hours | 9 | 7 | 9 | 11 | 8 | 7 | 10 | 61 |
| | % Delayed +2 Hours | 38% | 29% | 33% | 44% | 35% | 33% | 42% | 36% |
| Cumberland | Train Crew Starts | 26 | 33 | 27 | 34 | 29 | 36 | 36 | 221 |
| | Crews Delayed +2 Hours | 6 | 10 | 2 | 15 | 6 | 9 | 5 | 53 |
| | % Delayed +2 Hours | 23% | 30% | 7% | 44% | 21% | 25% | 14% | 24% |
| Detroit | Train Crew Starts | 6 | 6 | 2 | 3 | 3 | 5 | 6 | 31 |
| | Crews Delayed +2 Hours | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| | % Delayed +2 Hours | 17% | 0% | 50% | 0% | 33% | 0% | 17% | 13% |
| Philadelphia | Train Crew Starts | 12 | 8 | 7 | 9 | 8 | 8 | 11 | 63 |
| | Crews Delayed +2 Hours | 5 | 1 | 2 | 5 | 4 | 2 | 7 | 26 |
| | % Delayed +2 Hours | 42% | 13% | 29% | 56% | 50% | 25% | 64% | 41% |
| Selkirk | Train Crew Starts | 38 | 38 | 30 | 37 | 43 | 41 | 42 | 269 |
| | Crews Delayed +2 Hours | 11 | 12 | 5 | 11 | 12 | 12 | 11 | 74 |
| | % Delayed +2 Hours | 29% | 32% | 17% | 30% | 28% | 29% | 26% | 28% |
| Toledo | Train Crew Starts | 28 | 30 | 23 | 22 | 30 | 27 | 30 | 190 |
| | Crews Delayed +2 Hours | 14 | 12 | 5 | 7 | 12 | 12 | 9 | 71 |
| | % Delayed +2 Hours | 50% | 40% | 22% | 32% | 40% | 44% | 30% | 37% |
| Willard | Train Crew Starts | 41 | 37 | 35 | 38 | 42 | 44 | 42 | 279 |
| | Crews Delayed +2 Hours | 14 | 8 | 9 | 7 | 11 | 11 | 11 | 71 |
| | % Delayed +2 Hours | 34% | 22% | 26% | 18% | 26% | 25% | 26% | 25% |

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

Surface Transportation Board

Performance Measures

For the week ending: 03/10/00

CSXT Train Delay - Northern Region Lines

| | Cause of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|-------------|--------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Trains / Hours | 03/04/00 | 03/05/00 | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 | Total |
| Train Delay | Originating Train Starts | 102 | 108 | 110 | 99 | 119 | 110 | 118 | 766 |
| | Delayed Hours - Power | 33 | 27 | 31 | 16 | 17 | 91 | 67 | 282 |
| | Delayed Hours - Crews | 37 | 33 | 8 | 2 | 12 | 6 | 32 | 130 |

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 | 03/04/00 | 03/05/00 | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 | Average |
| Crew Availability | % Available | 83% | 82% | 82% | 83% | 84% | 84% | 84% | 83% |

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 | 03/04/00 | 03/05/00 | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 | Total |
| Crews/Recrews | Train Crew Starts | 277 | 255 | 248 | 258 | 286 | 281 | 278 | 1883 |
| | Recrews | 12 | 8 | 5 | 7 | 10 | 17 | 18 | 77 |
| | % Recrewed | 4% | 3% | 2% | 3% | 3% | 6% | 6% | 4% |

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

Surface Transportation Board

Performance Measures

For the week ending: 03/10/00

CSXT Locomotive Fleet Condition

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|---------|-------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Locomotives | 03/04/00 | 03/05/00 | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 | Average |

| | | | | | | | | | |
|-------------|-----------------------|------|------|------|------|------|------|------|------|
| Locomotives | Gross Fleet Size | 4129 | 4132 | 4141 | 4151 | 4139 | 4115 | 4166 | 4139 |
| | Avg. Number Available | 3724 | 3703 | 3699 | 3738 | 3715 | 3723 | 3714 | 3717 |
| | OOS Ratio | 5.9 | 6.0 | 6.1 | 6.0 | 5.6 | 5.5 | 6.4 | 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 | 03/04/00 | 03/05/00 | 03/06/00 | 03/07/00 | 03/08/00 | 03/09/00 | 03/10/00 | Average |

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

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

George A. Aspatore
General Solicitor

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

March 15, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending March 10, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, NS Blocked Sidings and Multiple Main Lines, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.

March 15, 2000

Page 2

As always, I am including a letter written by Tony L. Ingram, General Manager – Staff, 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 15, 2000

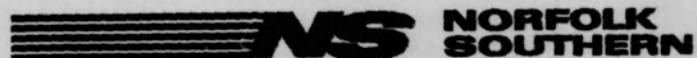
Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423-0001

Dear Mr. Clemens:

Norfolk Southern's operations improved consistently this week. The number of cars on line and the average terminal dwell time continue to decrease, with an insignificant decrease in the average train speed. On the monitored corridors and Chicago gateway operations, 81 trains were held for terminal congestion, 36 trains were held for power, and 31 trains were held for crews.

The performance metrics in the Shared Assets Areas also continue to improve. On-hand car volumes were virtually unchanged at North Yard and Pavonia. At Oak Island, on-hand car volumes decreased significantly, despite an increase in the number of cars handled. Average terminal dwell time decreased significantly at all three terminals, yielding the best performance in the SAAs since Split Date. Lack of crews resulted in 17 trains being delayed for 105 hours, while 17 trains were held for 170 hours awaiting power. Additionally, two originating trains were delayed for nine hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 55% of the train delay hours in the SAAs.

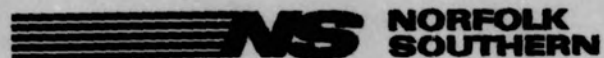
Sincerely,



For the week ending 3/10/00

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 | 3/6/00 | 850 | 70 | 229 | 299 | 311 | 22.0 |
| | 3/7/00 | 850 | 127 | 246 | 373 | 395 | 17.3 |
| | 3/8/00 | 850 | 129 | 222 | 351 | 221 | 20.8 |
| | 3/9/00 | 850 | 149 | 277 | 426 | 241 | 29.3 |
| | 3/10/00 | 850 | 172 | 272 | 444 | 454 | 19.4 |
| North Yard MI Average | | 850 | 129 | 249 | 379 | 324 | 21.1 |
| Oak Island NJ | 3/6/00 | 1200 | 379 | 314 | 693 | 419 | 38.1 |
| | 3/7/00 | 1200 | 321 | 439 | 760 | 447 | 41.0 |
| | 3/8/00 | 1200 | 355 | 410 | 765 | 507 | 30.1 |
| | 3/9/00 | 1200 | 389 | 473 | 862 | 536 | 29.2 |
| | 3/10/00 | 1200 | 397 | 373 | 770 | 466 | 26.1 |
| Oak Island NJ Average | | 1200 | 368 | 402 | 770 | 475 | 32.6 |
| Pavonia NJ | 3/6/00 | 900 | 386 | 370 | 756 | 420 | 46.2 |
| | 3/7/00 | 900 | 324 | 274 | 598 | 360 | 36.3 |
| | 3/8/00 | 900 | 358 | 229 | 587 | 318 | 20.1 |
| | 3/9/00 | 900 | 334 | 284 | 618 | 376 | 24.4 |
| | 3/10/00 | 900 | 463 | 309 | 772 | 509 | 30.8 |
| Pavonia Average | | 900 | 373 | 293 | 666 | 397 | 32.1 |



For the week ending 3/10/00

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 | 3/6/00 | 7 | 43% | 29% | 0% | 14% | 14% |
| | 3/7/00 | 6 | 50% | 17% | 0% | 17% | 17% |
| | 3/8/00 | 8 | 38% | 25% | 25% | 0% | 13% |
| | 3/9/00 | 9 | 44% | 11% | 0% | 22% | 22% |
| | 3/10/00 | 7 | 43% | 14% | 0% | 14% | 29% |
| Detroit Total | | 37 | 43% | 19% | 5% | 14% | 19% |
| North Jersey Total | 3/6/00 | 4 | 25% | 50% | 0% | 0% | 25% |
| | 3/7/00 | 6 | 0% | 0% | 33% | 17% | 50% |
| | 3/8/00 | 8 | 0% | 13% | 13% | 13% | 63% |
| | 3/9/00 | 9 | 11% | 22% | 11% | 22% | 33% |
| | 3/10/00 | 7 | 29% | 14% | 0% | 14% | 43% |
| North Jersey Total | | 34 | 12% | 18% | 12% | 15% | 44% |
| South Jersey Total | 3/6/00 | 6 | 33% | 17% | 0% | 0% | 50% |
| | 3/7/00 | 5 | 40% | 20% | 0% | 0% | 40% |
| | 3/8/00 | 5 | 40% | 0% | 0% | 20% | 40% |
| | 3/9/00 | 5 | 20% | 0% | 40% | 20% | 20% |
| | 3/10/00 | 6 | 17% | 33% | 33% | 0% | 17% |
| South Jersey Total | | 27 | 30% | 15% | 15% | 7% | 33% |
| Grand Total | | 98 | 29% | 17% | 10% | 12% | 32% |

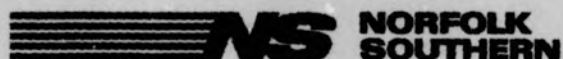


For the week ending 3/10/00

Shared Asset Area Trains Held

| area | Sat 04-Mar | Sun 05-Mar | Mon 06-Mar | Tue 07-Mar | Wed 08-Mar | Thu 09-Mar | Fri 10-Mar | Grand Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| North Jersey | 2 | 1 | 1 | 5 | | 1 | 2 | 12 |
| South Jersey | | 3 | 1 | | 1 | | | 5 |
| Detroit | 1 | 5 | 4 | 2 | 2 | 3 | 2 | 19 |

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



NS Cars Offered in Interchange but not Accepted

| offered | Monday | Tuesday | Wednesday | Thursday | Friday | total |
|--------------|----------|----------|-----------|----------|----------|----------|
| CSX | 0 | 0 | 0 | 0 | 0 | 0 |
| other | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 |

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

NS Northern Region Train Starts and Delays

| | Saturday 4-Mar | Sunday 5-Mar | Monday 6-Mar | Tuesday 7-Mar | Wednesday 8-Mar | Thursday 9-Mar | Friday 10-Mar | Grand Total |
|--------------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|------------------|-------------|
| # of Train Starts | 176 | 153 | 161 | 177 | 194 | 194 | 190 | 1245 |
| Delay Cause | | | | | | | | |
| Crew Delays (hrs) | 26.4 | 0.0 | 0.0 | 5.4 | 0.0 | 1.0 | 1.0 | 33.8 |
| Power Delays (hrs) | 138.0 | 47.0 | 119.3 | 41.0 | 87.3 | 56.8 | 82.7 | 572.0 |

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

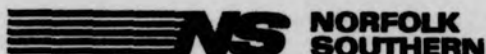
| track | Monday 6-Mar | Tuesday 7-Mar | Wednesday 8-Mar | Thursday 9-Mar | Friday 10-Mar | total |
|--------------------|-----------------|------------------|--------------------|-------------------|------------------|----------|
| Multiple Main | 0 | 1 | 0 | 0 | 0 | 1 |
| Siding | 0 | 2 | 0 | 0 | 0 | 2 |
| Grand Total | 0 | 3 | 0 | 0 | 0 | 3 |

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

Locomotive Fleet Statistics

| | Saturday 4-Mar | Sunday 5-Mar | Monday 6-Mar | Tuesday 7-Mar | Wednesday 8-Mar | Thursday 9-Mar | Friday 10-Mar | average |
|------------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|------------------|---------|
| Fleet Size | 3635 | 3667 | 3665 | 3611 | 3625 | 3591 | 3574 | 3624 |
| available | 3403 | 3411 | 3402 | 3374 | 3409 | 3372 | 3357 | 3390 |
| out of service % | 6.4% | 7.0% | 7.2% | 6.6% | 6.0% | 6.1% | 6.1% | 6.5% |

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



NS Crew Starts and Delays

| | | Saturday 4-Mar | Sunday 5-Mar | Monday 6-Mar | Tuesday 7-Mar | Wednesday 8-Mar | Thursday 9-Mar | Friday 10-Mar | Grand Total |
|------------|---------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|------------------|-------------|
| Allentown | crew starts | 13 | 14 | 19 | 19 | 18 | 23 | 20 | 126 |
| | crews delayed | 5 | 7 | 5 | 4 | 1 | 3 | 5 | 30 |
| Bellevue | crew starts | 44 | 53 | 45 | 48 | 52 | 47 | 46 | 335 |
| | crews delayed | 17 | 28 | 21 | 27 | 24 | 13 | 22 | 152 |
| Buffalo | crew starts | 24 | 22 | 29 | 32 | 29 | 27 | 28 | 191 |
| | crews delayed | 7 | 5 | 5 | 7 | 4 | 8 | 9 | 45 |
| Chicago | crew starts | 36 | 33 | 35 | 33 | 35 | 34 | 37 | 243 |
| | crews delayed | 15 | 17 | 18 | 18 | 15 | 14 | 16 | 113 |
| Cincinnati | crew starts | 38 | 39 | 40 | 34 | 36 | 33 | 37 | 257 |
| | crews delayed | 8 | 13 | 20 | 13 | 9 | 10 | 8 | 81 |
| Cleveland | crew starts | 23 | 25 | 19 | 20 | 22 | 19 | 18 | 146 |
| | crews delayed | 9 | 8 | 6 | 10 | 8 | 10 | 5 | 56 |
| Conway | crew starts | 43 | 49 | 42 | 45 | 53 | 60 | 56 | 348 |
| | crews delayed | 13 | 21 | 14 | 27 | 32 | 14 | 13 | 134 |
| Detroit | crew starts | 22 | 22 | 26 | 19 | 26 | 23 | 24 | 162 |
| | crews delayed | 11 | 10 | 10 | 9 | 7 | 10 | 14 | 71 |
| Elkhart | crew starts | 46 | 40 | 35 | 43 | 42 | 43 | 42 | 291 |
| | crews delayed | 14 | 14 | 12 | 17 | 15 | 11 | 14 | 97 |
| Harrisburg | crew starts | 60 | 45 | 37 | 54 | 50 | 61 | 61 | 368 |
| | crews delayed | 17 | 17 | 15 | 26 | 15 | 27 | 18 | 135 |
| Toledo | crew starts | 61 | 57 | 47 | 55 | 49 | 67 | 53 | 389 |
| | crews delayed | 10 | 6 | 3 | 13 | 8 | 21 | 11 | 72 |

Notes:

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

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

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

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

NS Northern Region Daily Crew Availability Percentage

| | Saturday 4-Mar | Sunday 5-Mar | Monday 6-Mar | Tuesday 7-Mar | Wednesday 8-Mar | Thursday 9-Mar | Friday 10-Mar | average |
|---------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|------------------|---------|
| availability% | 81% | 80% | 81% | 84% | 85% | 86% | 85% | 83% |

Notes:

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

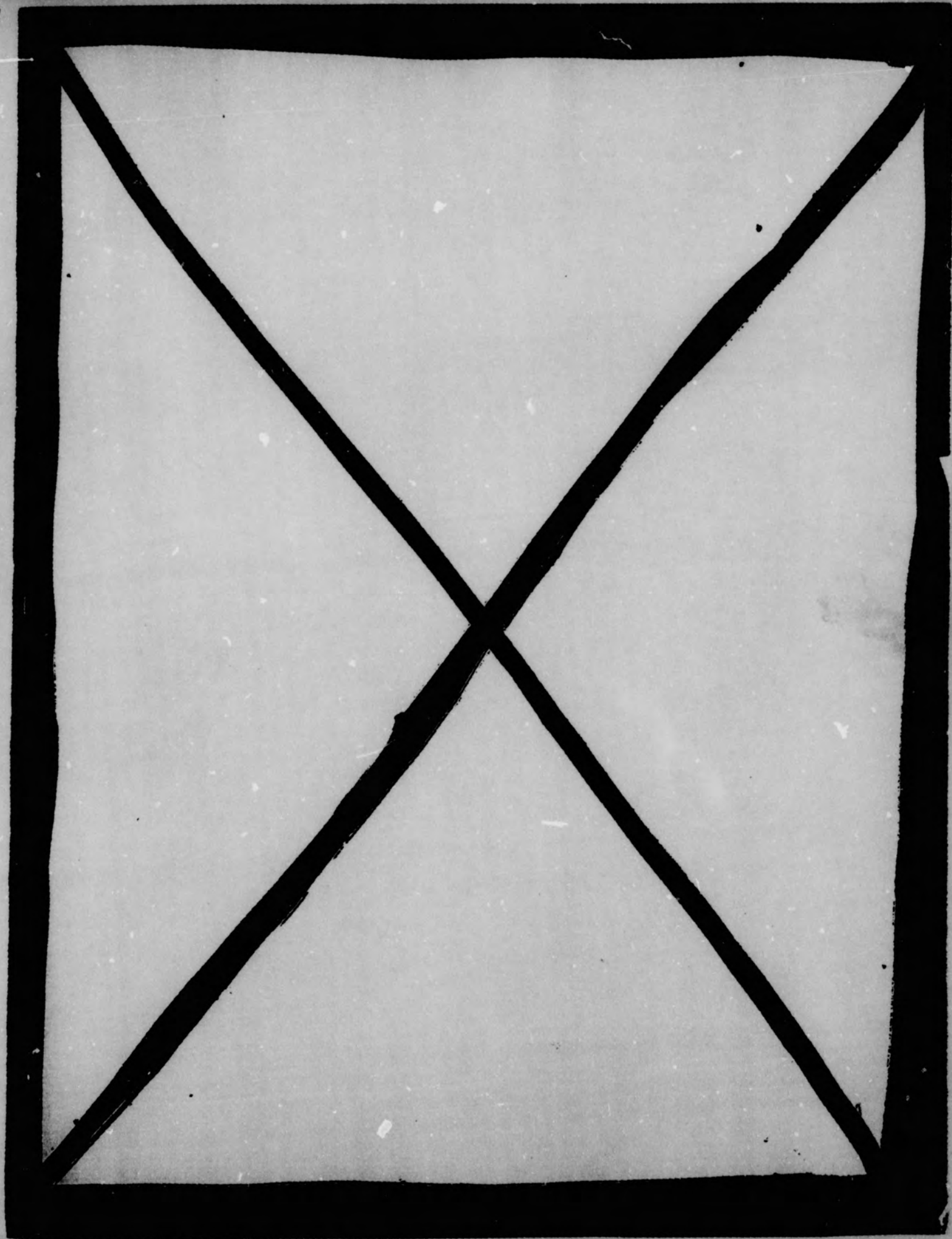
NS Northern Region Crew Starts and Recrews

| | Saturday 4-Mar | Sunday 5-Mar | Monday 6-Mar | Tuesday 7-Mar | Wednesday 8-Mar | Thursday 9-Mar | Friday 10-Mar | Grand Total |
|-------------|-------------------|-----------------|-----------------|------------------|--------------------|-------------------|------------------|-------------|
| crew starts | 365 | 339 | 353 | 354 | 379 | 400 | 404 | 2594 |
| recrews | 32 | 40 | 28 | 46 | 50 | 47 | 39 | 282 |

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

3-14-00

D

197712

1977/12

SIDLEY & AUSTIN
A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

CHICAGO
DALLAS
LOS ANGELES
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

ENTERED
Office of the Secretary

FOUNDED 1866

WRITER'S DIRECT NUMBER
(202) 736-8071

MAR 14 2000

Part of
Public Record

March 14, 2000

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



By Courier—Original and 25 Copies
The Honorable Vernon A. Williams
Secretary, Surface Transportation Board
Room 700
1925 K Street, N.W.
Washington, D.C. 20423

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

Dear Secretary Williams:

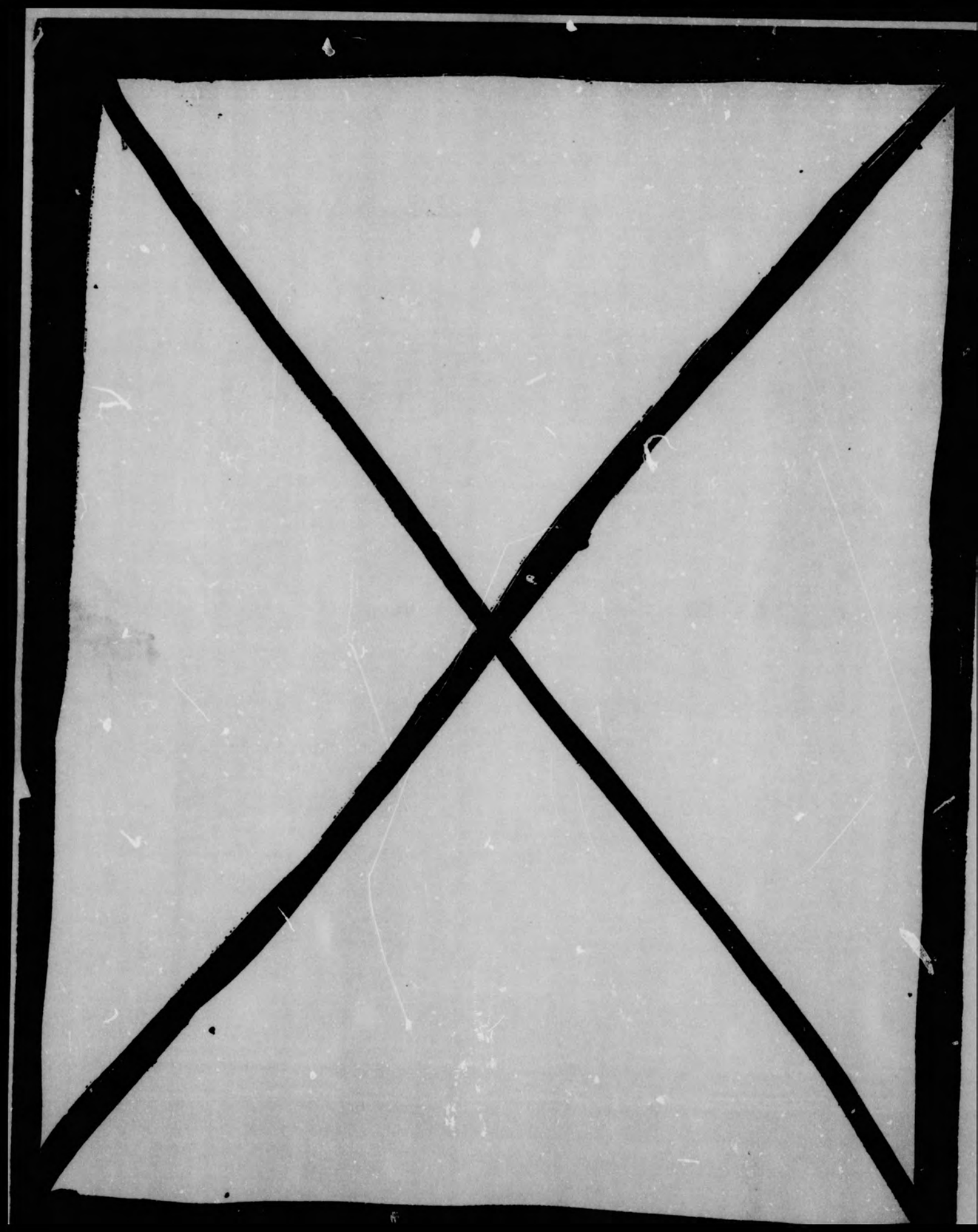
It has come to our attention that a misstatement was made in the February 7, 2000 submittal by Norfolk Southern pertaining to the Negotiated Agreement between Norfolk Southern and Madison County, Indiana pursuant to Condition 11 of Appendix Q of Decision No. 89 (slip op. at 401-02) in the above-referenced docket. In the first sentence of the second paragraph of my cover letter addressed to you, the reference to "City of Muncie" should read "City of Alexandria".

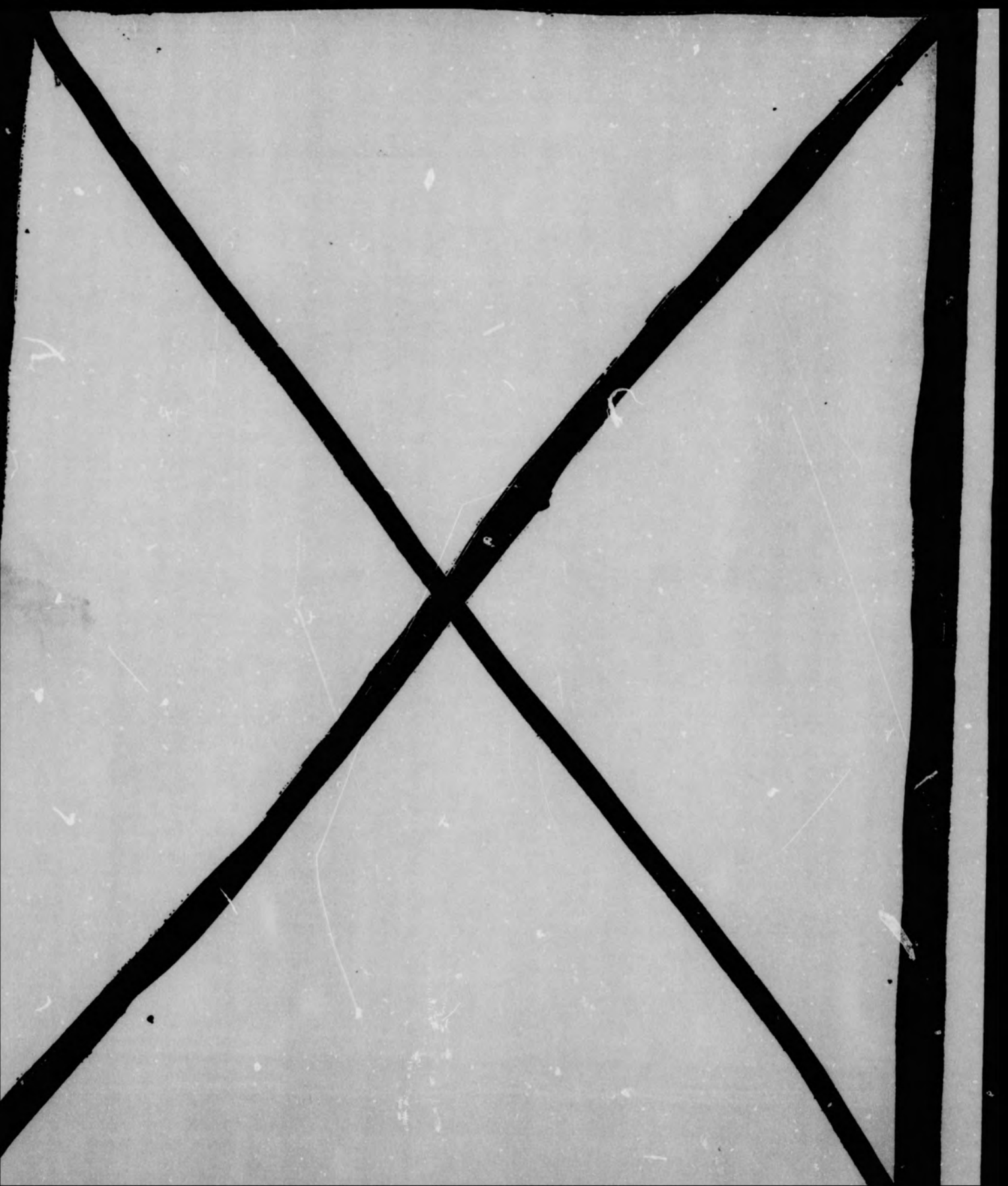
I would appreciate your making this correction for the record.

Respectfully submitted,

Constance A. Sadler

cc: Elaine K. Kaiser
The Madison County Board of Commissioners, Otis E. Cox, President





STB

FD-33388

3-9-00

D

197667

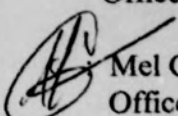
SURFACE TRANSPORTATION BOARD


Memorandum



DATE: March 9, 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
MAR 10 2000
Part of
Public Record

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

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

Attachments

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



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

Danford L. Price
Assistant Vice President -
Service Measurements

March 8, 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, March 3rd. This week, many of our performance indicators have shown improvement in key areas.

Overall train velocity increased this week, from 17.8 to 18.6 miles-per-hour. Average daily total cars on line decreased 549 cars to 265,543. Terminal dwell improved from 33.5 to 31.8 hours from the prior week.

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

Chicago Gateway Operations

Traffic was heavy for all carriers this reporting week. Traffic improvements through the area enabled the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago to increase 15 percentage points.

Yards and Terminals

Car volumes continued to be strong, and overall dwell hours decreased across the network. This week, 13 of the 14 terminals showed an improvement in terminal dwell. Teams across the railroad are continuing to analyze terminal operations for improvement.

Corridor Performance

All but one of the six corridors showed an improvement from the prior week. The best train performance during this week was the East St. Louis to Northeast corridor, which improved eight percentage points from the prior week. Second place belonged to the Chicago to Northeast corridor. On-time-to-two-hours-late category improved 10 percentage points, and the percent of trains in the greater-than-six-hours-late category moved favorable by 11 percentage points.

Shared Areas

Daily average of cars on hand cars were virtually unchanged from last week at Oak Island and Pavonia. At Detroit North Yard, the volume increase was slight, reflecting a late week increase in activity. Overall terminal dwell time increased from 31.3 hours to 32.5 hours. Road train delays for crew and power increased over the prior week. A total of seven originating trains were delayed due to late arrivals from CSXT and/or NS.

Additional Measurements

Train Delay Metric: For 761 train starts, Train Delay totaled 248 hours for Power and 116 hours for Crew. Crew delays were down 80% from the previous reporting week, which was a pay-day weekend for train crews.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 32.9% for the week, down 10% from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 84%, up three percentage points from the prior week.

Daily Number of Recrews Required: Of 1885 crew starts, 73 (4%) were recrews, which was down from the prior week.

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

Locomotives: Gross Locomotives = 4101, Average Available = 3695, and Out-of-Service Ratio = 5.7%, up slightly from the prior week.

Cars Offered in Interchange: averaged 227 cars daily, of which 31 were allocated to Norfolk Southern.

Blocked Sidings or Multiple Main Lines: totaled three for the week, down from a total of four reported the prior week

On-time performance, passenger trains through Brunswick, MD: 80% 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 seeking assistance in tracing cars.

CSX continues to analyze its operating plan to develop fluidity across the network and ensure customer needs are achieved. Intermodal traffic in all categories has shown improvement this week.

Sincerely,

Danford L. Price
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 03/03/00

Yard Performance

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|----------------|-----------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 |
| Oak Island, NJ | Fluid Capacity | 1200 | 1200 | 1200 | 1200 | 1200 |
| | Cars On Hand - Loaded | 531 | 399 | 478 | 344 | 530 |
| | Cars On Hand - Empty | 386 | 265 | 478 | 426 | 446 |
| | Cars On Hand - Total | 917 | 664 | 956 | 770 | 976 |
| | Cars Handled | 435 | 199 | 516 | 682 | 457 |
| | Dwell Hours | 48.4 | 36.9 | 34.4 | 29.2 | 29.2 |
| Pavonia, NJ | Fluid Capacity | 900 | 900 | 900 | 900 | 900 |
| | Cars On Hand - Loaded | 358 | 308 | 251 | 275 | 286 |
| | Cars On Hand - Empty | 493 | 342 | 365 | 310 | 354 |
| | Cars On Hand - Total | 851 | 650 | 616 | 585 | 640 |
| | Cars Handled | 612 | 423 | 512 | 417 | 356 |
| | Dwell Hours | 55.1 | 35.0 | 26.2 | 20.8 | 34.2 |
| North Yard, MI | Fluid Capacity | 850 | 850 | 850 | 850 | 850 |
| | Cars On Hand - Loaded | 187 | 246 | 268 | 213 | 282 |
| | Cars On Hand - Empty | 77 | 104 | 140 | 200 | 141 |
| | Cars On Hand - Total | 264 | 350 | 408 | 413 | 423 |
| | Cars Handled | 220 | 319 | 399 | 238 | 252 |
| | Dwell Hours | 22.8 | 25.7 | 21.8 | 15.4 | 34.4 |

CSX Comments: Daily average on hand cars were virtually unchanged from last week at Oak Island and Pavonia. Conditions in the classification yards and the serving yards continue to be stable. At Detroit North yard, the volume increase was slight, reflecting a late week increase in activity. Overall terminal dwell time increased marginally from 31.3 hours to 32.5 hours. Improvements in both merchandise and local train performance at Oak Island was offset by marginal increases in outbound multilevel elapsed time at Detroit North Yard and merchandise and local elapsed time at Pavonia.

Surface Transportation Board

Performance Measures

For the week ending: 03/03/00

Train Originations

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|------------------|------------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 |
| North Jersey SAA | Number of Originations | 7 | 8 | 7 | 10 | 13 |
| | % Ontime | 57% | 13% | 43% | 10% | 31% |
| | % Late 0-2 Hours | 14% | 38% | 14% | 30% | 31% |
| | % Late 2-4 Hours | 0% | 0% | 14% | 20% | 23% |
| | % Late 4-6 Hours | 0% | 38% | 0% | 0% | 8% |
| | % Late GT 6 Hours | 29% | 13% | 29% | 40% | 8% |
| South Jersey SAA | Number of Originations | 4 | 4 | 5 | 7 | 4 |
| | % Ontime | 0% | 25% | 20% | 14% | 0% |
| | % Late 0-2 Hours | 25% | 0% | 20% | 14% | 0% |
| | % Late 2-4 Hours | 25% | 0% | 0% | 0% | 25% |
| | % Late 4-6 Hours | 0% | 50% | 40% | 57% | 0% |
| | % Late GT 6 Hours | 50% | 25% | 20% | 14% | 75% |
| Detroit SAA | Number of Originations | 7 | 9 | 8 | 7 | 9 |
| | % Ontime | 29% | 33% | 13% | 43% | 56% |
| | % Late 0-2 Hours | 29% | 0% | 25% | 0% | 22% |
| | % Late 2-4 Hours | 29% | 44% | 13% | 14% | 0% |
| | % Late 4-6 Hours | 0% | 11% | 25% | 29% | 11% |
| | % Late GT 6 Hours | 14% | 11% | 25% | 14% | 11% |

CSX Comments: Road train delays for crew and power increased over the prior week, while hours decreased. Seven originating trains were delayed a total of 41 hours due to late arrivals from the CSXT and/or NS

Surface Transportation Board

Performance Measures

For the week ending: 03/03/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|--------------|---------------------|----------|----------|-----------|----------|----------|---------|
| Measure | Railroad Offered To | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 | Average |
| Cars Offered | NS | 51 | 11 | 27 | 34 | 34 | 31 |
| | All Other | 191 | 286 | 155 | 206 | 142 | 196 |
| | Total | 242 | 297 | 182 | 240 | 176 | 227 |

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 | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 | Total |
| Blocked | Sidings | 0 | 0 | 0 | 0 | 1 | 1 |
| | Multiple Main Lines | 0 | 1 | 0 | 0 | 1 | 2 |
| | Total | 0 | 1 | 0 | 0 | 2 | 3 |

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|---------|-----------|----------|----------|-----------|----------|----------|---------|
| Service | Measure | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 | Average |
| AMTK | Trains | 2 | 2 | 2 | 2 | 2 | 10 |
| | % On Time | 50% | 50% | 100% | 100% | 100% | 80% |
| MARC | Trains | 18 | 18 | 18 | 18 | 18 | 90 |
| | % On Time | 89% | 89% | 94% | 100% | 94% | 93% |

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 03/03/00

CSXT Train Crew Delay

| | Causes of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|--------------|------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Terminal | Trains / Hours | 02/26/00 | 02/27/00 | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 | Total |
| Baltimore | Train Crew Starts | 17 | 18 | 10 | 19 | 16 | 9 | 19 | 108 |
| | Crews Delayed +2 Hours | 16 | 8 | 9 | 9 | 12 | 5 | 15 | 74 |
| | % Delayed +2 Hours | 94% | 44% | 90% | 47% | 75% | 56% | 79% | 69% |
| Buffalo | Train Crew Starts | 51 | 37 | 37 | 45 | 43 | 45 | 44 | 302 |
| | Crews Delayed +2 Hours | 16 | 7 | 12 | 6 | 6 | 7 | 10 | 64 |
| | % Delayed +2 Hours | 31% | 19% | 32% | 13% | 14% | 16% | 23% | 21% |
| Chicago | Train Crew Starts | 26 | 24 | 26 | 26 | 27 | 26 | 28 | 183 |
| | Crews Delayed +2 Hours | 11 | 10 | 7 | 4 | 6 | 8 | 9 | 55 |
| | % Delayed +2 Hours | 42% | 42% | 27% | 15% | 22% | 31% | 32% | 30% |
| Cincinnati | Train Crew Starts | 30 | 34 | 41 | 31 | 33 | 35 | 31 | 235 |
| | Crews Delayed +2 Hours | 7 | 8 | 10 | 3 | 4 | 5 | 5 | 42 |
| | % Delayed +2 Hours | 23% | 24% | 24% | 10% | 12% | 14% | 16% | 18% |
| Cleveland | Train Crew Starts | 30 | 25 | 23 | 32 | 30 | 15 | 20 | 175 |
| | Crews Delayed +2 Hours | 13 | 10 | 6 | 9 | 11 | 6 | 7 | 62 |
| | % Delayed +2 Hours | 43% | 40% | 26% | 28% | 37% | 40% | 35% | 35% |
| Cumberland | Train Crew Starts | 29 | 40 | 31 | 31 | 29 | 36 | 35 | 231 |
| | Crews Delayed +2 Hours | 13 | 5 | 5 | 14 | 6 | 11 | 13 | 67 |
| | % Delayed +2 Hours | 45% | 13% | 16% | 45% | 21% | 31% | 37% | 29% |
| Detroit | Train Crew Starts | 6 | 5 | 4 | 4 | 5 | 5 | 4 | 33 |
| | Crews Delayed +2 Hours | 1 | 1 | 0 | 0 | 1 | 3 | 1 | 7 |
| | % Delayed +2 Hours | 17% | 20% | 0% | 0% | 20% | 60% | 25% | 21% |
| Philadelphia | Train Crew Starts | 10 | 9 | 8 | 12 | 9 | 8 | 10 | 66 |
| | Crews Delayed +2 Hours | 2 | 3 | 2 | 4 | 4 | 3 | 4 | 22 |
| | % Delayed +2 Hours | 20% | 33% | 25% | 33% | 44% | 38% | 40% | 33% |
| Selkirk | Train Crew Starts | 40 | 36 | 32 | 37 | 42 | 49 | 44 | 280 |
| | Crews Delayed +2 Hours | 17 | 15 | 5 | 9 | 16 | 17 | 19 | 98 |
| | % Delayed +2 Hours | 43% | 42% | 16% | 24% | 38% | 35% | 43% | 35% |
| Toledo | Train Crew Starts | 31 | 29 | 25 | 28 | 27 | 23 | 25 | 188 |
| | Crews Delayed +2 Hours | 10 | 6 | 15 | 14 | 18 | 10 | 7 | 80 |
| | % Delayed +2 Hours | 32% | 21% | 60% | 50% | 67% | 43% | 28% | 43% |
| Willard | Train Crew Starts | 41 | 37 | 36 | 46 | 41 | 40 | 42 | 283 |
| | Crews Delayed +2 Hours | 14 | 10 | 16 | 9 | 12 | 9 | 10 | 80 |
| | % Delayed +2 Hours | 34% | 27% | 44% | 20% | 29% | 23% | 24% | 28% |

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: 03/03/00

CSXT Train Delay - Northern Region Lines

| | Cause of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|-------------|--------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Trains / Hours | 02/26/00 | 02/27/00 | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 | Total |
| Train Delay | Originating Train Starts | 106 | 100 | 109 | 110 | 108 | 118 | 110 | 761 |
| | Delayed Hours - Power | 23 | 61 | 25 | 34 | 32 | 59 | 14 | 248 |
| | Delayed Hours - Crews | 45 | 34 | 17 | 8 | 2 | 1 | 9 | 116 |

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 | 02/26/00 | 02/27/00 | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 | Average |
| Crew Availability | % Available | 80% | 81% | 85% | 85% | 85% | 85% | 85% | 84% |

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 | 02/26/00 | 02/27/00 | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 | Total |
| Crews/Recrews | Train Crew Starts | 274 | 261 | 245 | 279 | 278 | 283 | 265 | 1885 |
| | Recrews | 14 | 6 | 14 | 12 | 3 | 13 | 11 | 73 |
| | % Recrewed | 5% | 2% | 6% | 4% | 1% | 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

For the week ending: 03/03/00

CSXT Locomotive Fleet Condition

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|-------------|-----------------------|----------|----------|----------|----------|-----------|----------|----------|-------|
| Measure | Locomotives | 02/26/00 | 02/27/00 | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 | Total |
| Locomotives | Gross Fleet Size | 4080 | 4098 | 4091 | 4095 | 4111 | 4109 | 4123 | 4101 |
| | Avg. Number Available | 3684 | 3707 | 3707 | 3640 | 3690 | 3724 | 3714 | 3695 |
| | OOS Ratio | 5.8 | 5.5 | 5.6 | 5.8 | 5.9 | 5.7 | 5.6 | 5.7 |

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

Shared Asset Areas Train Delay

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|-------------|---------------------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Shared Area | 02/26/00 | 02/27/00 | 02/28/00 | 02/29/00 | 03/01/00 | 03/02/00 | 03/03/00 | Average |
| Train Delay | Philadelphia/South Jersey | 2 | 3 | 4 | 4 | 3 | 1 | 5 | 3 |
| | North Jersey | 1 | 3 | 3 | 2 | 2 | 4 | 1 | 2 |
| | Detroit | 6 | 3 | 2 | 5 | 2 | 4 | 0 | 3 |

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification. 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 8, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending March 3, 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.

March 8, 2000

Page 2

As always, I am including a letter written by Tony L. Ingram, General Manager Staff, 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 8, 2000

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

Dear Mr. Clemens:

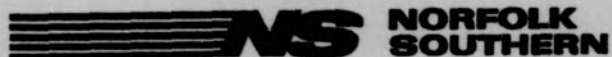
This week's report indicates that Norfolk Southern continues to improve its operating metrics. The average train speed increased to the highest level since Split Date and the number of cars on line and the average terminal dwell time both decreased. On the monitored corridors and Chicago gateway operations, 75 trains were held for terminal congestion, 30 trains were held for crews, and 31 trains were held for power.

With respect to our customer service hotline in Buffalo, two calls were received and both matters were resolved.

The performance in the Shared Assets Areas over the last three weeks is the most consistent it has been since prior to Split Date. On-hand car volumes were virtually unchanged at Oak Island and Pavonia. At Detroit, the on-hand car volume increased slightly, reflecting a late week increase in activity. Marginal increases in average terminal dwell time at Pavonia and Detroit were offset by decreases in average dwell time at Oak Island, resulting in only a slight increase in average terminal dwell time for all the SAA terminals. Lack of crews resulted in 29 trains being delayed for 287 hours, while 24 trains were held for 274 hours awaiting power. Additionally, seven originating trains were delayed for 41 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 82% of the train delay hours in the SAAs.

NS continues to focus on its operations in its effort to improve service to our customers. I look forward to reporting future developments in our rail operations.

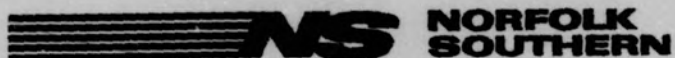
Sincerely,



For the week ending 3/3/00

Shared Asset Train Origination Performance

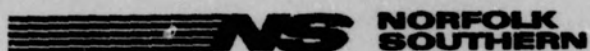
| location | date | Trains | On time | 0-2 hours late | 2-4 hours late | 4-6 hours late | 6+ hours late |
|--------------------|---------|--------|---------|----------------|----------------|----------------|---------------|
| Detroit Total | 2/28/00 | 7 | 29% | 29% | 29% | 0% | 14% |
| | 2/29/00 | 9 | 33% | 0% | 44% | 11% | 11% |
| | 3/1/00 | 8 | 13% | 25% | 13% | 25% | 25% |
| | 3/2/00 | 7 | 43% | 0% | 14% | 29% | 14% |
| | 3/3/00 | 9 | 56% | 22% | 0% | 11% | 11% |
| Detroit Total | | 40 | 35% | 15% | 20% | 15% | 15% |
| North Jersey Total | 2/28/00 | 7 | 57% | 14% | 0% | 0% | 29% |
| | 2/29/00 | 8 | 13% | 38% | 0% | 38% | 13% |
| | 3/1/00 | 7 | 43% | 14% | 14% | 0% | 29% |
| | 3/2/00 | 10 | 10% | 30% | 20% | 0% | 40% |
| | 3/3/00 | 13 | 31% | 31% | 23% | 8% | 8% |
| North Jersey Total | | 45 | 29% | 27% | 13% | 9% | 22% |
| South Jersey Total | 2/28/00 | 4 | 0% | 25% | 25% | 0% | 50% |
| | 2/29/00 | 4 | 25% | 0% | 0% | 50% | 25% |
| | 3/1/00 | 5 | 20% | 20% | 0% | 40% | 20% |
| | 3/2/00 | 7 | 14% | 14% | 0% | 57% | 14% |
| | 3/3/00 | 4 | 0% | 0% | 25% | 0% | 75% |
| South Jersey Total | | 24 | 13% | 13% | 8% | 33% | 33% |
| Grand Total | | 109 | 28% | 19% | 15% | 17% | 22% |



For the week ending 3/3/00

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 | 2/28/00 | 850 | 77 | 187 | 264 | 220 | 22.8 |
| | 2/29/00 | 850 | 104 | 246 | 350 | 319 | 25.7 |
| | 3/1/00 | 850 | 140 | 268 | 408 | 399 | 21.8 |
| | 3/2/00 | 850 | 200 | 213 | 413 | 238 | 15.4 |
| | 3/3/00 | 850 | 141 | 282 | 423 | 252 | 34.4 |
| North Yard MI Average | | 850 | 132 | 239 | 372 | 286 | 24.0 |
| Oak Island NJ | 2/28/00 | 1200 | 386 | 531 | 917 | 435 | 48.4 |
| | 2/29/00 | 1200 | 265 | 399 | 664 | 199 | 36.9 |
| | 3/1/00 | 1200 | 478 | 478 | 956 | 516 | 34.4 |
| | 3/2/00 | 1200 | 426 | 344 | 770 | 682 | 29.2 |
| | 3/3/00 | 1200 | 446 | 530 | 976 | 457 | 29.2 |
| Oak Island NJ Average | | 1200 | 400 | 456 | 857 | 458 | 34.7 |
| Pavonia NJ | 2/28/00 | 900 | 493 | 358 | 851 | 612 | 55.1 |
| | 2/29/00 | 900 | 342 | 308 | 650 | 423 | 35.0 |
| | 3/1/00 | 900 | 365 | 251 | 616 | 552 | 26.2 |
| | 3/2/00 | 900 | 310 | 275 | 585 | 417 | 20.8 |
| | 3/3/00 | 900 | 354 | 286 | 640 | 356 | 34.2 |
| Pavonia Average | | 900 | 373 | 296 | 668 | 472 | 35.5 |

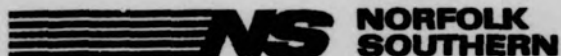


For the week ending 3/3/00

Shared Asset Area Trains Held

| area | Sat 26-Feb | Sun 27-Feb | Mon 28-Feb | Tue 29-Feb | Wed 01-Mar | Thu 02-Mar | Fri 03-Mar | Grand Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| North Jersey | 2 | 3 | 4 | 4 | 3 | 1 | 5 | 22 |
| South Jersey | 1 | 3 | 3 | 2 | 2 | 4 | 1 | 16 |
| Detroit | 6 | 3 | 2 | 5 | 2 | 4 | | 22 |

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



NS Cars Offered in Interchange but not Accepted

| offered | Monday | Tuesday | Wednesday | Thursday | Friday | total |
|--------------|----------|----------|-----------|----------|----------|----------|
| CSX | 0 | 0 | 0 | 0 | 0 | 0 |
| other | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 |

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

NS Northern Region Train Starts and Delays

| | Saturday 26-Feb | Sunday 27-Feb | Monday 28-Feb | Tuesday 29-Feb | Wednesday 1-Mar | Thursday 2-Mar | Friday 3-Mar | Grand Total |
|--------------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|-----------------|-------------|
| # of Train Starts | 174 | 146 | 159 | 175 | 187 | 177 | 186 | 1204 |
| Delay Cause | | | | | | | | |
| Crew Delays (hrs) | 8.8 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.8 | 34.7 |
| Power Delays (hrs) | 43.8 | 27.3 | 28.4 | 30.0 | 44.5 | 70.1 | 133.5 | 377.4 |

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

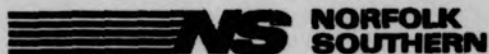
| track | Monday 28-Feb | Tuesday 29-Feb | Wednesday 1-Mar | Thursday 2-Mar | Friday 3-Mar | total |
|--------------------|------------------|-------------------|--------------------|-------------------|-----------------|----------|
| Multiple Main | 0 | 0 | 0 | 0 | 0 | 0 |
| Siding | 0 | 0 | 0 | 0 | 3 | 3 |
| Grand Total | 0 | 0 | 0 | 0 | 3 | 3 |

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

Locomotive Fleet Statistics

| | Saturday 26-Feb | Sunday 27-Feb | Monday 28-Feb | Tuesday 29-Feb | Wednesday 1-Mar | Thursday 2-Mar | Friday 3-Mar | average |
|-------------------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|-----------------|---------|
| Fleet Size | 3624 | 3618 | 3628 | 3643 | 3651 | 3617 | 3624 | 3629 |
| available | 3391 | 3369 | 3379 | 3385 | 3414 | 3388 | 3399 | 3389 |
| out of service % | 6.4% | 6.9% | 6.9% | 7.1% | 6.5% | 6.3% | 6.2% | 6.6% |

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



NS Crew Starts and Delays

| | | Saturday 26-Feb | Sunday 27-Feb | Monday 28-Feb | Tuesday 29-Feb | Wednesday 1-Mar | Thursday 2-Mar | Friday 3-Mar | Grand Total |
|------------|---------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|-----------------|-------------|
| Allentown | crew starts | 17 | 13 | 18 | 22 | 21 | 23 | 22 | 136 |
| | crews delayed | 5 | 4 | 3 | 4 | 5 | 7 | 3 | 31 |
| Bellevue | crew starts | 35 | 53 | 38 | 49 | 48 | 50 | 48 | 321 |
| | crews delayed | 14 | 16 | 16 | 14 | 21 | 25 | 29 | 135 |
| Buffalo | crew starts | 22 | 24 | 24 | 28 | 26 | 29 | 24 | 177 |
| | crews delayed | 4 | 3 | 4 | 6 | 6 | 4 | 6 | 33 |
| Chicago | crew starts | 32 | 37 | 32 | 35 | 36 | 38 | 38 | 248 |
| | crews delayed | 14 | 15 | 14 | 17 | 15 | 19 | 19 | 113 |
| Cincinnati | crew starts | 45 | 35 | 35 | 37 | 35 | 36 | 35 | 258 |
| | crews delayed | 12 | 14 | 12 | 7 | 5 | 7 | 9 | 66 |
| Cleveland | crew starts | 14 | 24 | 19 | 25 | 24 | 26 | 19 | 151 |
| | crews delayed | 5 | 10 | 5 | 6 | 3 | 5 | 3 | 37 |
| Conway | crew starts | 57 | 50 | 43 | 50 | 55 | 58 | 51 | 364 |
| | crews delayed | 18 | 22 | 12 | 19 | 18 | 21 | 10 | 120 |
| Detroit | crew starts | 19 | 20 | 21 | 24 | 23 | 20 | 28 | 155 |
| | crews delayed | 7 | 8 | 7 | 12 | 13 | 7 | 14 | 68 |
| Elkhart | crew starts | 40 | 42 | 40 | 40 | 38 | 41 | 47 | 288 |
| | crews delayed | 17 | 13 | 13 | 12 | 16 | 17 | 21 | 109 |
| Harrisburg | crew starts | 57 | 46 | 48 | 52 | 54 | 62 | 59 | 378 |
| | crews delayed | 18 | 16 | 20 | 18 | 17 | 20 | 17 | 126 |
| Toledo | crew starts | 54 | 50 | 54 | 50 | 58 | 57 | 52 | 375 |
| | crews delayed | 11 | 12 | 11 | 18 | 10 | 4 | 11 | 77 |

Notes:

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

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

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

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

NS Northern Region Daily Crew Availability Percentage

| | Saturday 26-Feb | Sunday 27-Feb | Monday 28-Feb | Tuesday 29-Feb | Wednesday 1-Mar | Thursday 2-Mar | Friday 3-Mar | average |
|---------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|-----------------|---------|
| availability% | 81% | 80% | 81% | 84% | 85% | 86% | 85% | 83% |

Notes:

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

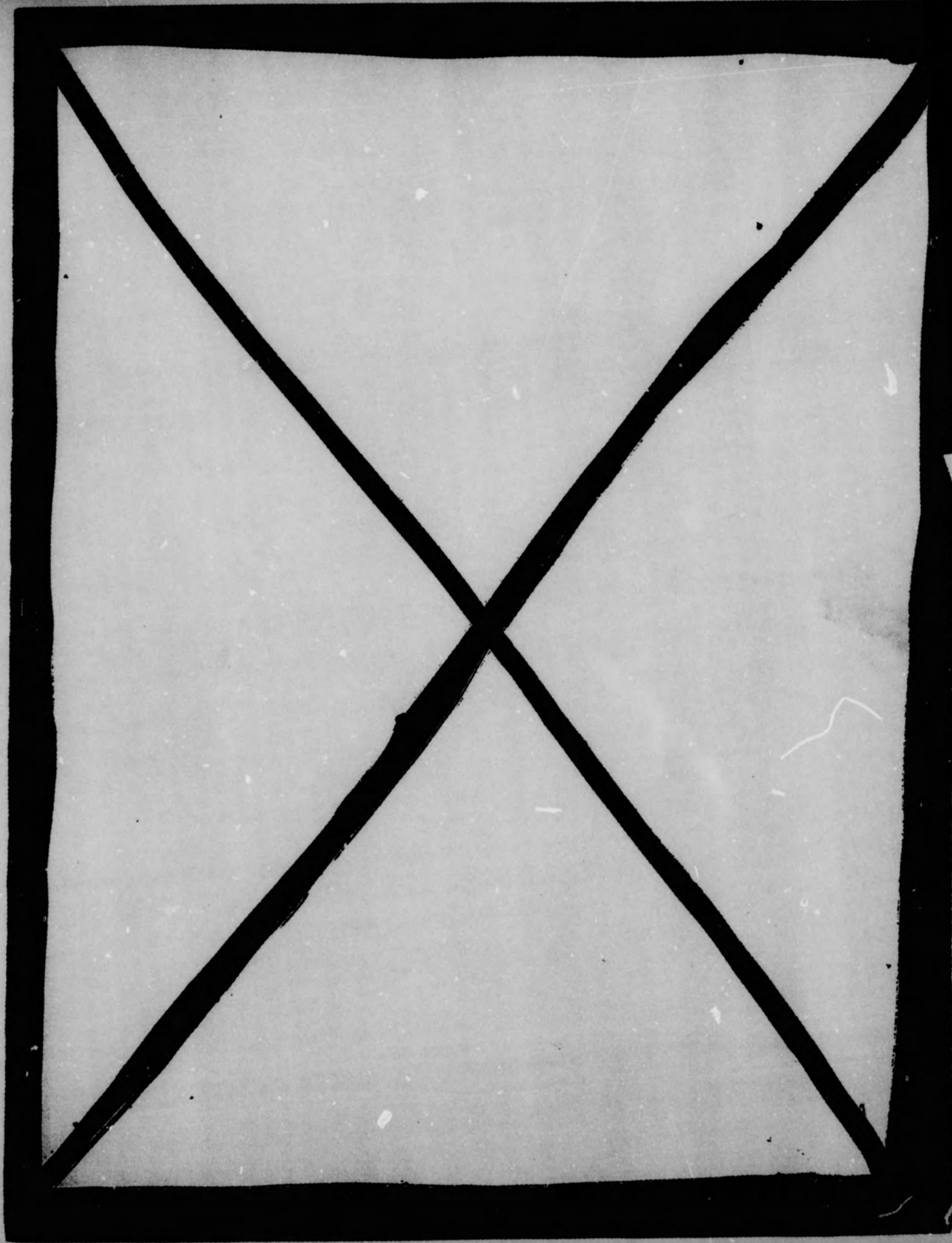
NS Northern Region Crew Starts and Recrews

| | Saturday 26-Feb | Sunday 27-Feb | Monday 28-Feb | Tuesday 29-Feb | Wednesday 1-Mar | Thursday 2-Mar | Friday 3-Mar | Grand Total |
|-------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|-----------------|-------------|
| crew starts | 365 | 339 | 353 | 354 | 379 | 400 | 404 | 2594 |
| recrews | 4 | 20 | 35 | 39 | 47 | 47 | 25 | 253 |

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

3-6-00

D

197625

SURFACE TRANSPORTATION BOARD

Memorandum

ENTERED
Office of the Secretary

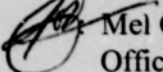
MAR - 8 2000

Part of
Public Record



DATE: March 6, 2000

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

FROM  Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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

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

R.J. Haulter
Assistant Vice President-Integration Planning

February 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 |
| Information Technology | Pages 4-7 |
| Customer Service | Pages 8-9 |
| Training | Page 10 |

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

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

Very truly yours,

Bob Haulter

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

Paul R. Hitchcock - J150
Senior Counsel

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

Table of Contents

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 |
| Information Technology | Pages 4-7 |
| Customer Service | Pages 8-9 |
| Training..... | Page 10 |

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

STB OPERATIONAL MONITORING REPORT

As of February 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 February 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) Underway | c) 1Q 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 February 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 February 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 February 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>Indianapolis Field Roll-Out was successfully cut-over on Oct 11.</p> <p><i>Cleveland, Collinwood and Columbus, Ohio was successfully cut-over on January 10.</i></p> <p><i>Next Field Roll-Out scheduled for March 13, 2000.</i></p> | <p>Training of affected field location and Customer Service personnel to begin 30 days prior to each field roll-out phase.</p> <p>Training for next Field Roll-out began 01/17.</p> |

STB OPERATIONAL MONITORING REPORT

As of February 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 February 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>Aibany, Indianapolis & Philadelphia complete.</p> <p>Dearborn Division started.</p> <p>Dearborn will be complete Mid-August 1999.</p> <p>Phase 2 realignments:</p> <p>Two dispatcher desks moved from Indianapolis to Dearborn on 7/27/99.</p> <p>Phase 2 projected to be completed with CSAO dispatcher move from Dearborn to Mt. Laurel on 8/10/99.</p> <p>All phases of the Train Dispatcher Realignment Project have been completed. Implementing agreements are now in place.</p> <p>Train Dispatching is complete.</p> | <p>Dispatchers will be trained on their new territory using the current processes in place at Conrail.</p> |

STB OPERATIONAL MONITORING REPORT

As of February 29, 2000

Customer Service Progress Report

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

The Transition Process

The second major segment of the former Conrail territory was implemented January 10, 2000 on schedule. We are now planning for the third regional area to be cut over to CSX systems on March 13, 2000. This segment lies adjacent to the first two and includes major terminals in Buffalo, Niagara Falls, Rochester, and Syracuse, New York. The territory extends from west of Erie, Pennsylvania to Utica, New York, including the "North Country" branch from Syracuse to Massena, New York. "Lessons learned" from the first two implementations are being incorporated into the new workplan.

Personnel

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

STB OPERATIONAL MONITORING REPORT

As of February 29, 2000

Customer Service Progress Report Continued

Customer Familiarization

The customer familiarization processes used previously will also be duplicated. Tariffs will be published and distributed for supplemental billing purposes, and procedures put in place to convert the records for the first 12 days of March from the Conrail to the CSX demurrage system, so the customers will see only one bill for the month. All customers have been notified of impending changes, including a personal visit by the CSX Marketing Group. Customers have also be contacted by our Electronic Commerce group.

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

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

STB OPERATIONAL MONITORING REPORT

As of February 29, 2000

STB Status Submission Report on Training

Clerical Employees

One-on-one training sessions were conducted in Buffalo, NY the weeks of February 7 and 14. Syracuse training began on February 22. To date 36 clerical employees have received their required training making us 100% on plan. Additionally, we will provide on-site support for the clerical forces during the March 13 cutover.

Train & Engine Service Employees

Field rollout training designed for train service employees to learn how to use and complete CSX Train Documentation began February 1, 2000, in New York State. The FRO training will continue until March 8, 2000, with a goal to train approximately 350 train service employees. To date 260 employees have received their training, and we expect to reach 100% prior to cutover on March 13.

Field Transportation Supervisors

Field rollout training for Trainmasters and Yardmasters in the Buffalo/Syracuse area began on January 31, 2000. The field rollout training consists of processes and computer applications related to train movement and inventory management in our yards. There are 38 Yardmasters and 18 Trainmasters/District Superintendents that require training in this area. As of February 29th, 28 Yardmasters and 15 Trainmasters have been successfully trained. There are four additional classes planned to accommodate the remaining staff prior to cutover.

Crew Management

Crew Management field rollout training is complete and all staff have been integrated into the Crew Management Center in Jacksonville.

Customer Service

Field rollout training is on schedule. This intense training program includes basic instruction, hands-on practice, and an extensive simulation that uses all the tools of the CSXT production systems. We expect to be 100% with training of our Customer Service Representatives and managers by the March 13 cutover.

During February, we also implemented the CSXT automated payroll reporting system at the Pittsburgh Customer Service Center.

Norfolk Southern Corporation

STB Operational Monitoring Report

As of February 29, 2000

| Reporting Requirement | Page |
|--|-------------|
| Item 1. Labor Implementing Agreements..... | 2 |
| Item 2. Construction and Other Capital Projects | 3 |
| Item 3. Information Technology | 9 |
| Item 4. Customer Service..... | 11 |
| Item 5. Power and Rolling Stock | * |
| Item 6. Car Management, Crew Management and Dispatching..... | 9 |
| Item 7. Shared Assets Areas | * |
| Item 8. Monongahela Coal Area..... | 3 |
| Item 9. Cleveland Operations | 3 |
| Item 10. Chicago Gateway Operations | * |
| Item 11. Yards and Terminals | * |
| Item 12. On Time Performance..... | * |
| Item 13. The Conrail Transaction Council..... | * |
| Item 14. Labor Task Forces..... | 2 |

Note: Bold print indicates changes from previous report.

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

Surface Transportation Board Operational Monitoring Report
As of February 29, 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 February 29, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

| Location | | Project | Dept | Phase | Status |
|------------------------|----|--|--------|---------|------------------------|
| Alexandria | IN | Construct track connection Estimated Completion Date: Complete | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| | | | Signal | Design | Complete |
| | | | | Const | Complete |
| Allentown - Reading | PA | Traffic Control System | Signal | Design | In progress |
| | PA | Estimated Completion Date: 4Q01 | | Const | |
| Angola | NY | Upgrade existing siding, construct new siding Estimated Completion Date: Complete | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| | | | Bridge | Design | Complete |
| | | | Signal | Const | Complete |
| | | | | Design | Complete |
| Ashtabula | OH | Construct connection track Estimated Completion Date: 1Q00 | Track | Design | Complete |
| | | | Signal | Const | Complete |
| | | | | Const | In progress |
| Attica | IN | Extend siding 4,580 track feet Estimated Completion Date: Complete | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| | | | Signal | Design | Complete |
| | | | | Const | Complete |
| Boundbrook | NJ | Extend siding 15,000 track feet Estimated Completion Date: Undetermined | Track | Design | Project being defined. |
| | | | Signal | Grading | |
| | | | | 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 | Track | Const | Complete |
| | | Estimated Completion Date: Complete | | | |

Surface Transportation Board Operational Monitoring Report
As of February 29, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Surface Transportation Board Operational Monitoring Report
As of February 29, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

| Location | | Project | Dept. | Phase | Status |
|---------------------------------|----|--|--------|----------------------------|--|
| Erie | PA | Erie Track Realign Project Estimated Completion Date: 4Q00 | Track | Design Grading Const | In progress |
| | | | Signal | Design Const | Complete |
| 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: 4Q00 | Signal | Design Const | In progress |
| Harrisburg | PA | Construct double track Estimated Completion Date: 1Q00 | Land | | In progress |
| | | | Track | Design Grading Const | Complete In progress In progress |
| | | | Signal | Design Const | Complete In progress |
| Harrisburg (Rutherford) | PA | Construct intermodal terminal Estimated Completion Date: 3Q00 | Track | Design Grade/Pave | Complete In progress |
| | | | | | |
| Harrisburg - Reading | PA | Traffic Control System and remove pole line Estimated Completion Date: 4Q00 | 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 |
| Marshallfield | IN | Upgrade and extend siding 7,908 feet Estimated Completion Date: Complete | Land | | Complete |
| | | | Track | Design Grading Const | Complete Complete Complete |
| | | | Bridge | Design Const | Complete Complete |
| | | | Signal | Design Const | Complete Complete |
| | | | | | Complete |

Surface Transportation Board Operational Monitoring Report
As of February 29, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

| Location | | Project | Dept | Phase | Status |
|---------------------------|----|--|----------|------------|------------------------|
| Oak Harbor | OH | Construct track connection Estimated Completion Date: Complete | Land | | Complete |
| | | | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| | | | Signal | Design | Complete |
| | | | | Const | Complete |
| Pattensburg | NJ | Clearance-9 Bridges Estimated Completion Date: Complete | Bridge | Design | Complete |
| | | | | Const | Complete |
| Pattensburg | NJ | Siding Extensions Estimated Completion Date: Complete | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| | | | Signal | Design | Complete |
| | | | | Const | Complete |
| Pattensburg | NJ | Tunnel Clearance Estimated Completion Date: Complete | Bridge | Design | Complete |
| | | | | Const | Complete |
| Philadelphia | PA | Construct crossover – Zoo Estimated Completion Date: Undetermined | Track | Design | Project being defined. |
| | | | | Grading | |
| | | | Signal | Design | |
| | | | | Const | |
| Piney Flats | TN | Extend siding 6,610 feet Estimated Completion Date: Complete | Land | | Complete |
| | | | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| | | | Signal | Design | Complete |
| | | | | Const | Complete |
| Port Reading | NJ | Chemical Coast Clearance Projects Estimated Completion Date: 1Q00 | Track | Design | Complete |
| | | | | Const | In progress |
| | | | Bridge | Design | Complete |
| | | | | Const | Complete |
| Rader | TN | Extend siding 5,189 feet Estimated Completion Date: Complete | Land | | Complete |
| | | | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | | Const | Complete |
| | | | Bridge | Design | Complete |
| | | | | Const | Complete |
| | | | Signal | Design | Complete |
| | | | | Const | Complete |
| Reading - Philadelphia | PA | Traffic Control System and remove pole line Estimated Completion Date: 4Q01 | Signal | Design | Complete |
| | PA | | | Const | |
| Riverton Jct - Roanoke | VA | Clearance projects Estimated Completion Date: Complete | Bridge | Design | Complete |
| | VA | | | Const | Complete |
| Sandusky (Bellevue) | OH | Construct Triple Crown Terminal Estimated Completion Date: Complete | Track | Design | Complete |
| | | | | Grade/Pave | Complete |
| | | | Building | Const | Complete |

Surface Transportation Board Operational Monitoring Report
As of February 29, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

| Location | | Project | Dept | Phase | Status |
|-------------------------|----|--|--------|----------------------------|--|
| Sandusky-Columbus | OH | Double track: S 13.60 – S 26.00 Estimated Completion Date: 1Q00 | Track | Design | Complete |
| | | | | Grading | Complete |
| | | | Signal | Const Design Const | Complete Complete In progress |
| Sandusky-Columbus | OH | Double track: S 78.10 – S 88.40 Estimated Completion date: 2Q00 | Land | | In progress |
| | | | Track | Design Grading Const | In progress |
| | | | Signal | Design Const | Complete |
| Sandusky-Columbus | OH | Double track: S 88.20 – S 95.60 Estimated Completion Date: 1Q00 | Land | | In progress |
| | | | Track | Design Grading Const | Complete Complete In progress |
| | | | Signal | Design Const | In progress Complete In progress |
| Sidney | IL | Construct track connection Estimated Completion Date: Complete | Track | Design Grading Const | Complete Complete Complete |
| | | | Signal | Design Const | Complete Complete Complete |
| | | | | | |
| Sido | MO | Double tracking 36,458 track feet Estimated Completion Date: Complete | Track | Design Grading Const | Complete Complete Complete |
| | | | Bridge | Design Const | Complete Complete Complete |
| | | | Signal | Design Const | Complete Complete Complete |
| | | | | | |
| | | | | | |
| Sloan | IL | Extend siding 5,027 track feet Estimated Completion Date: Complete | Track | Design Grading Const | Complete Complete Complete |
| | | | Signal | Design Const | Complete Complete Complete |
| | | | | | |
| Southern Tier | NY | Southern Tier Rehabilitation Estimated Completion Date: Undetermined | Track | | Project being defined. |
| | | | Bridge | Const Design Const | In progress |
| St. Louis (Mitchell) | MO | Expand Mitchell Triple Crown Terminal Estimated Completion Date: 1Q00 | Track | Design Grade/Pave | Complete In progress |
| | | | Signal | Design Const | Complete Complete |
| Toledo | OH | Intermodal Terminal Estimated Completion Date: Undetermined | Track | Design Grade/Pave | Project being defined. |
| Tolono | IL | Track Connection Estimated Completion Date: 1Q00 | Track | Design Grading Const | Complete Complete Complete |
| | | | Signal | Design Const | Complete Complete In progress |
| | | | | | |
| | | | | | |

Surface Transportation Board Operational Monitoring Report

As of February 29, 2000

CONSTRUCTION AND OTHER CAPITAL PROJECTS

| Location | Project | Dept | Phase | Status |
|------------|--|---------------|---------|----------|
| Vermillion | OH Track Connection Estimated Completion Date: Complete | Land Track | | Complete |
| | | | Design | Complete |
| | | | Grading | Complete |
| | | Signal | Const | Complete |
| | | | Design | Complete |
| | | | Const | Complete |
| Wabash | IN Construct connection track Estimated Completion Date: Complete | Track | Const | 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 February 29, 2000

INFORMATION TECHNOLOGY

Systems and Personnel Training

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

Surface Transportation Board Operational Monitoring Report

As of February 29, 2000

INFORMATION TECHNOLOGY

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

Note: Bold print indicates changes from previous report.

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

Surface Transportation Board Operational Monitoring Report

As of February 29, 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.

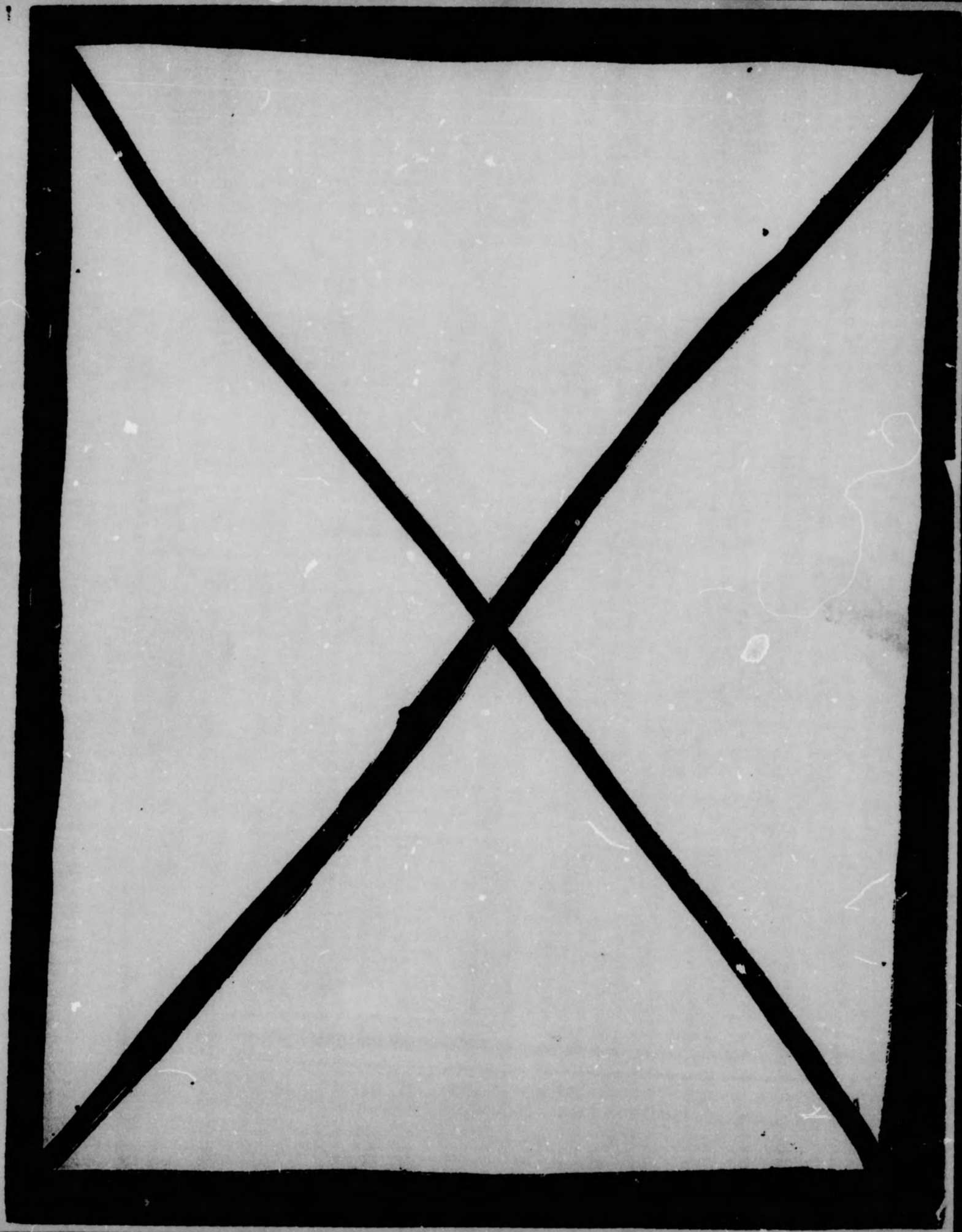
Customer Awareness

NS continues to host customer meetings to evaluate and provide feedback on the Company's planning processes and strategies. NS continues to hold meetings and make numerous 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 report.



STB

FD-33388

2-24-00

D

197026

197026

SURFACE TRANSPORTATION BOARD

Memorandum

ENTERED
Office of the Secretary

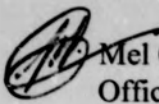
FEB 24 2000

Part of
Public Record

DATE: February 24, 2000



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

FROM :  Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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



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

Danford L. Price
Assistant Vice President -
Service Measurements

February 23, 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, February 18th.

Overall train velocity remained at 18.2 miles-per-hour. Average daily total cars on line decreased slightly to 267,285. Terminal dwell decreased from 33.7 to 33.3 hours from the prior week.

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

Chicago Gateway Operations

Weather recovery was prolonged as new winter storms rolled through the Chicago area. Traffic was heavy for all carriers this reporting week. The on-time-to-two-hours-late measure of deliveries to western carriers through Chicago decreased seven percentage points. The majority of delays were encountered prior to entering the Chicago gateway.

Yards and Terminals

Car volumes were slightly higher, but overall dwell hours decreased across the network. This week, nine of the 14 terminals showed an improvement in terminal dwell. Although crew availability continues to remain high, the availability of locomotives has hampered the operations in some areas of the railroad.

Corridor Performance

Only two of the six corridors showed an improvement from the prior week. The best train performance during this week was the East St. Louis to Northeast corridor, which improved 17 percentage points from the prior week. Second place was the Chicago to Northeast corridor. On-time-to-two-hours-late category declined 12 percentage points, and the percent of trains in the greater-than-six-hours-late category moved unfavorable by seven percentage points.

Shared Areas

The daily average of cars on hand cars decreased at all three locations, most significantly at Oak Island. The decline reflects improved conditions in satellite yards, where industrial inventories have been worked down by customers. Overall terminal dwell time decreased from 45.4 hours to 36.9 hours. This is the lowest reported elapsed time week since Split Date. Road train delays for crew and power increased over the prior week. A total of 15 originating trains were delayed due to late arrivals from CSXT and/or NS.

Additional Measurements

Train Delay Metric: For 720 train starts, Train Delay totaled 626 hours for Power and 297 hours for Crew. Power delays were up 27%, while crew delays were up 29% from the previous reporting week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 36% for the week, an increase of one percentage point from the prior week.

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

Daily Number of Recrews Required: Of 1847 crew starts, 110 (6%) were recrews, which was slightly down from the prior week.

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

Locomotives: Gross Locomotives = 4079, Average Available = 3681, and Out-of-Service Ratio = 5.8%, a 9% improvement from the prior week.

Cars Offered in Interchange: averaged 124 cars daily, of which 44 were allocated to Norfolk Southern.

Blocked Sidings or Multiple Main Lines: totaled nine for the week, down from a total of 15 reported the prior week

On-time performance, passenger trains through Brunswick, MD: 25% for 8 AMTRAK trains (Pittsburgh - Washington) and 97% for 90 MARC trains (West Virginia - Washington). Congestion and high water conditions over the route delayed Amtrak trains this week.

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

This week field teams from across the network will begin a series of reviews at the major CSX yards to analyze the current local conditions and make recommendations for improvement in terminal dwell. These reviews will stress train-to-train activities within the yards that will improve the movement of cars. Terminal personnel as well as Service Planning will be involved to facilitate these reviews. This focus will also entail availability of resources (crew and power) to improve on-time train originations.

Sincerely,

Danford L. Price
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 02/18/00

Yard Performance

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|----------------|-----------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 |
| Oak Island, NJ | Fluid Capacity | 1200 | 1200 | 1200 | 1200 | 1200 |
| | Cars On Hand - Loaded | 457 | 477 | 534 | 549 | 531 |
| | Cars On Hand - Empty | 283 | 387 | 517 | 584 | 530 |
| | Cars On Hand - Total | 740 | 864 | 1051 | 1133 | 1061 |
| | Cars Handled | 484 | 402 | 432 | 258 | 420 |
| | Dwell Hours | 49.0 | 46.5 | 33.9 | 45.7 | 53.8 |
| Pavonia, NJ | Fluid Capacity | 900 | 900 | 900 | 900 | 900 |
| | Cars On Hand - Loaded | 340 | 417 | 401 | 416 | 271 |
| | Cars On Hand - Empty | 259 | 314 | 425 | 392 | 361 |
| | Cars On Hand - Total | 599 | 731 | 826 | 808 | 632 |
| | Cars Handled | 502 | 416 | 471 | 425 | 375 |
| | Dwell Hours | 61.6 | 36.8 | 22.3 | 32.9 | 33.8 |
| North Yard, MI | Fluid Capacity | 850 | 850 | 850 | 850 | 850 |
| | Cars On Hand - Loaded | 133 | 232 | 264 | 264 | 288 |
| | Cars On Hand - Empty | 168 | 136 | 146 | 148 | 121 |
| | Cars On Hand - Total | 301 | 368 | 410 | 412 | 409 |
| | Cars Handled | 351 | 194 | 239 | 294 | 276 |
| | Dwell Hours | 21.4 | 22.4 | 18.5 | 25.5 | 21.6 |

CSX Comments: Daily average of cars on-hand decreased at all three locations, most significantly at Oak Island. The decline reflects improved conditions in satellite yards where industrial inventories have been worked down by customers. Overall terminal dwell time decreased from 45.4 hours to 36.9 hours, the lowest reported elapsed time since Split Date.

Surface Transportation Board

Performance Measures

For the week ending: 02/18/00

Train Originations

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|------------------|------------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 |
| North Jersey SAA | Number of Originations | 11 | 18 | 13 | 11 | 17 |
| | % Ontime | 18% | 28% | 31% | 36% | 35% |
| | % Late 0-2 Hours | 36% | 33% | 31% | 18% | 18% |
| | % Late 2-4 Hours | 18% | 11% | 0% | 27% | 29% |
| | % Late 4-6 Hours | 0% | 6% | 15% | 0% | 6% |
| | % Late GT 6 Hours | 27% | 22% | 23% | 18% | 12% |
| South Jersey SAA | Number of Originations | 6 | 8 | 10 | 7 | 7 |
| | % Ontime | 17% | 38% | 30% | 43% | 43% |
| | % Late 0-2 Hours | 0% | 13% | 30% | 14% | 0% |
| | % Late 2-4 Hours | 0% | 25% | 0% | 14% | 14% |
| | % Late 4-6 Hours | 17% | 13% | 10% | 0% | 0% |
| | % Late GT 6 Hours | 67% | 13% | 30% | 29% | 43% |
| Detroit SAA | Number of Originations | 6 | 10 | 7 | 9 | 8 |
| | % Ontime | 33% | 20% | 0% | 56% | 50% |
| | % Late 0-2 Hours | 33% | 10% | 14% | 11% | 13% |
| | % Late 2-4 Hours | 17% | 30% | 29% | 11% | 13% |
| | % Late 4-6 Hours | 0% | 30% | 29% | 11% | 0% |
| | % Late GT 6 Hours | 17% | 10% | 29% | 11% | 25% |

CSX Comments: Road train delays for crew and power increased over the prior week, while delay hours decreased. Fifteen originating trains were delayed due to late arrivals from CSXT and NS.

Surface Transportation Board

Performance Measures

For the week ending: 02/18/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|--------------|---------------------|----------|----------|-----------|----------|----------|---------|
| Measure | Railroad Offered To | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 | Average |
| Cars Offered | NS | 0 | 0 | 180 | 40 | 0 | 44 |
| | All Other | 161 | 118 | 119 | 0 | 0 | 80 |
| | Total | 161 | 118 | 299 | 40 | 0 | 124 |

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 | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 | Total |
| Blocked | Sidings | 0 | 1 | 0 | 0 | 2 | 3 |
| | Multiple Main Lines | 2 | 1 | 1 | 2 | 0 | 6 |
| | Total | 2 | 2 | 1 | 2 | 2 | 9 |

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 | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 | Average |
| AMTK | Trains | 0 | 2 | 2 | 2 | 2 | 8 |
| | % On Time | N/A | 50% | 0% | 0% | 50% | 25% |
| MARC | Trains | 18 | 18 | 18 | 18 | 18 | 90 |
| | % On Time | 89% | 94% | 100% | 100% | 100% | 97% |

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 02/18/00

CSXT Train Crew Delay

| Terminal | Causes of Delay Trains / Hours | Saturday 02/12/00 | Sunday 02/13/00 | Monday 02/14/00 | Tuesday 02/15/00 | Wednesday 02/16/00 | Thursday 02/17/00 | Friday 02/18/00 | Weekly Total |
|--------------|-----------------------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|-----------------|
| Baltimore | Train Crew Starts | 14 | 11 | 11 | 19 | 20 | 16 | 11 | 102 |
| | Crews Delayed +2 Hours | 10 | 4 | 8 | 11 | 12 | 12 | 6 | 63 |
| | % Delayed +2 Hours | 71% | 36% | 73% | 58% | 60% | 75% | 55% | 62% |
| Buffalo | Train Crew Starts | 43 | 33 | 27 | 42 | 41 | 47 | 47 | 280 |
| | Crews Delayed +2 Hours | 10 | 9 | 4 | 14 | 8 | 15 | 11 | 71 |
| | % Delayed +2 Hours | 23% | 27% | 15% | 33% | 20% | 32% | 23% | 25% |
| Chicago | Train Crew Starts | 22 | 20 | 19 | 29 | 25 | 17 | 17 | 149 |
| | Crews Delayed +2 Hours | 10 | 8 | 7 | 11 | 8 | 9 | 8 | 61 |
| | % Delayed +2 Hours | 45% | 40% | 37% | 38% | 32% | 53% | 47% | 41% |
| Cincinnati | Train Crew Starts | 34 | 32 | 35 | 29 | 36 | 35 | 28 | 229 |
| | Crews Delayed +2 Hours | 5 | 4 | 16 | 9 | 3 | 4 | 8 | 49 |
| | % Delayed +2 Hours | 15% | 13% | 46% | 31% | 8% | 11% | 29% | 21% |
| Cleveland | Train Crew Starts | 21 | 24 | 22 | 22 | 28 | 21 | 28 | 166 |
| | Crews Delayed +2 Hours | 5 | 5 | 6 | 4 | 14 | 7 | 9 | 50 |
| | % Delayed +2 Hours | 24% | 21% | 27% | 18% | 50% | 33% | 32% | 30% |
| Cumberland | Train Crew Starts | 32 | 31 | 31 | 35 | 32 | 26 | 31 | 218 |
| | Crews Delayed +2 Hours | 12 | 7 | 15 | 6 | 9 | 13 | 19 | 81 |
| | % Delayed +2 Hours | 38% | 23% | 48% | 17% | 28% | 50% | 61% | 37% |
| Detroit | Train Crew Starts | 6 | 6 | 4 | 5 | 5 | 8 | 5 | 39 |
| | Crews Delayed +2 Hours | 2 | 1 | 0 | 1 | 1 | 3 | 1 | 9 |
| | % Delayed +2 Hours | 33% | 17% | 0% | 20% | 20% | 38% | 20% | 23% |
| Philadelphia | Train Crew Starts | 11 | 0 | 5 | 6 | 6 | 5 | 5 | 38 |
| | Crews Delayed +2 Hours | 3 | 0 | 5 | 2 | 3 | 0 | 4 | 17 |
| | % Delayed +2 Hours | 27% | N/A | 100% | 33% | 50% | 0% | 80% | 45% |
| Selkirk | Train Crew Starts | 43 | 33 | 29 | 38 | 32 | 40 | 43 | 258 |
| | Crews Delayed +2 Hours | 15 | 16 | 9 | 10 | 21 | 17 | 19 | 107 |
| | % Delayed +2 Hours | 35% | 48% | 31% | 26% | 66% | 43% | 44% | 41% |
| Toledo | Train Crew Starts | 22 | 27 | 26 | 30 | 24 | 21 | 19 | 169 |
| | Crews Delayed +2 Hours | 8 | 9 | 13 | 11 | 10 | 8 | 11 | 70 |
| | % Delayed +2 Hours | 36% | 33% | 50% | 37% | 42% | 38% | 58% | 41% |
| Willard | Train Crew Starts | 36 | 49 | 26 | 42 | 41 | 37 | 46 | 277 |
| | Crews Delayed +2 Hours | 5 | 12 | 3 | 18 | 13 | 9 | 11 | 71 |
| | % Delayed +2 Hours | 14% | 24% | 12% | 43% | 32% | 24% | 24% | 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

For the week ending: 02/18/00

CSXT Train Delay - Northern Region Lines

| | Cause of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|-------------|--------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Trains / Hours | 02/12/00 | 02/13/00 | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 | Total |
| Train Delay | Originating Train Starts | 101 | 98 | 94 | 102 | 103 | 113 | 109 | 720 |
| | Delayed Hours - Power | 109 | 119 | 34 | 69 | 66 | 51 | 178 | 626 |
| | Delayed Hours - Crews | 51 | 40 | 89 | 7 | 33 | 23 | 54 | 297 |

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 | 02/12/00 | 02/13/00 | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 | Average |
| Crew Availability | % Available | 82% | 81% | 81% | 83% | 84% | 84% | 79% | 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 | 02/12/00 | 02/13/00 | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 | Total |
| Crews/Recrews | Train Crew Starts | 268 | 242 | 235 | 269 | 289 | 277 | 267 | 1847 |
| | Recrews | 9 | 17 | 9 | 17 | 21 | 21 | 16 | 110 |
| | % Recrewed | 3% | 7% | 4% | 6% | 7% | 8% | 6% | 6% |

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: 02/18/00

CSXT Locomotive Fleet Condition

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|---------|-------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Locomotives | 02/12/00 | 02/13/00 | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 | Average |

| | | | | | | | | | |
|-------------|-----------------------|------|------|------|------|------|------|------|------|
| Locomotives | Gross Fleet Size | 4096 | 4065 | 4083 | 4076 | 4096 | 4075 | 4063 | 4079 |
| | Avg. Number Available | 3673 | 3617 | 3660 | 3696 | 3693 | 3724 | 3706 | 3681 |
| | OOS Ratio | 6.3 | 6.4 | 6.1 | 5.5 | 5.4 | 5.4 | 5.6 | 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 | 02/12/00 | 02/13/00 | 02/14/00 | 02/15/00 | 02/16/00 | 02/17/00 | 02/18/00 | Average |

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

Daily number of outbound trains ready for departure that are held for line haul carriers in each of the shared asset areas for more than one hour after notification. 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 23, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending February 18, 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.
February 23, 2000
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

February 23, 2000

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

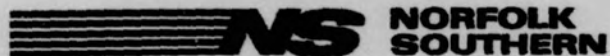
Dear Mr. Clemens:

Norfolk Southern operations remained relatively unchanged as compared to the previous week's report. Average train speed once again increased by a small amount, reaching its highest level since the Split Date as our system continues to sustain speeds in excess of the average for the preceding month. Overall average terminal dwell time increased slightly. However, the measure remains within a range indicative of the general improvements that have been achieved over the recent months. Also, the cars on line measure declined somewhat, reaching its lowest level in over 10 weeks. On the monitored corridors and Chicago gateway operations, 82 trains were held for terminal congestion, 30 trains were held for crews, and 27 trains were held for power.

With respect to our customer service hotline in Buffalo, one call was received and resolved.

In the Shared Assets Areas, lack of power resulted in 20 trains being delayed for 263 hours, while 18 trains were held for 177 hours awaiting crews. Additionally, 15 originating trains were delayed for 72 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.

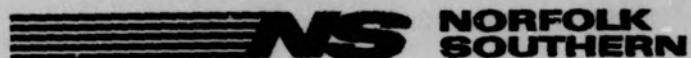
Sincerely,



For the week ending 2/18/00

Shared Asset Train Origination Performance

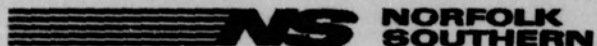
| location | date | Trains | On time | 0-2 hours late | 2-4 hours late | 4-6 hours late | 6+ hours late |
|---------------------------|---------|------------|------------|----------------|----------------|----------------|---------------|
| Detroit Total | 2/14/00 | 6 | 33% | 33% | 17% | 0% | 17% |
| | 2/15/00 | 10 | 20% | 10% | 30% | 30% | 10% |
| | 2/16/00 | 7 | 0% | 14% | 29% | 29% | 29% |
| | 2/17/00 | 9 | 56% | 11% | 11% | 11% | 11% |
| | 2/18/00 | 8 | 50% | 13% | 13% | 0% | 25% |
| Detroit Total | | 40 | 33% | 15% | 20% | 15% | 18% |
| North Jersey Total | 2/14/00 | 11 | 18% | 36% | 18% | 0% | 27% |
| | 2/15/00 | 18 | 28% | 33% | 11% | 6% | 22% |
| | 2/16/00 | 13 | 31% | 31% | 0% | 15% | 23% |
| | 2/17/00 | 11 | 36% | 18% | 27% | 0% | 18% |
| | 2/18/00 | 17 | 35% | 18% | 29% | 6% | 12% |
| North Jersey Total | | 70 | 30% | 27% | 17% | 6% | 20% |
| South Jersey Total | 2/14/00 | 6 | 17% | 0% | 0% | 17% | 67% |
| | 2/15/00 | 8 | 38% | 13% | 25% | 13% | 13% |
| | 2/16/00 | 10 | 30% | 30% | 0% | 10% | 30% |
| | 2/17/00 | 7 | 43% | 14% | 14% | 0% | 29% |
| | 2/18/00 | 7 | 43% | 0% | 14% | 0% | 43% |
| South Jersey Total | | 38 | 34% | 13% | 11% | 8% | 34% |
| Grand Total | | 148 | 32% | 20% | 16% | 9% | 23% |



For the week ending 2/18/00

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 | 2/14/00 | 850 | 168 | 133 | 301 | 351 | 21.4 |
| | 2/15/00 | 850 | 136 | 232 | 368 | 194 | 22.4 |
| | 2/16/00 | 850 | 146 | 264 | 410 | 239 | 18.5 |
| | 2/17/00 | 850 | 148 | 264 | 412 | 294 | 25.5 |
| | 2/18/00 | 850 | 121 | 288 | 409 | 276 | 21.6 |
| North Yard MI Average | | 850 | 144 | 236 | 380 | 271 | 22.0 |
| Oak Island NJ | 2/14/00 | 1200 | 283 | 457 | 740 | 484 | 49.0 |
| | 2/15/00 | 1200 | 387 | 477 | 864 | 402 | 46.5 |
| | 2/16/00 | 1200 | 517 | 534 | 1051 | 432 | 33.9 |
| | 2/17/00 | 1200 | 584 | 549 | 1133 | 258 | 45.7 |
| | 2/18/00 | 1200 | 530 | 531 | 1061 | 420 | 53.8 |
| Oak Island NJ Average | | 1200 | 460 | 510 | 970 | 399 | 45.8 |
| Pavonia NJ | 2/14/00 | 900 | 259 | 340 | 599 | 502 | 61.6 |
| | 2/15/00 | 900 | 314 | 417 | 731 | 416 | 36.8 |
| | 2/16/00 | 900 | 425 | 401 | 826 | 471 | 22.3 |
| | 2/17/00 | 900 | 392 | 416 | 808 | 425 | 32.9 |
| | 2/18/00 | 900 | 361 | 271 | 632 | 375 | 33.8 |
| Pavonia Average | | 900 | 350 | 369 | 719 | 438 | 38.1 |

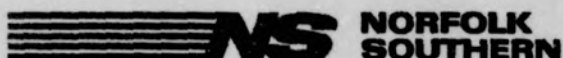


For the week ending 2/18/00

Shared Asset Area Trains Held

| area | Sat 12-Feb | Sun 13-Feb | Mon 14-Feb | Tue 15-Feb | Wed 16-Feb | Thu 17-Feb | Fri 18-Feb | Grand Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| North Jersey | 6 | 3 | 3 | 2 | 2 | | | 16 |
| South Jersey | | 3 | 5 | 2 | 3 | 2 | 1 | 16 |
| Detroit | 5 | 3 | 4 | 3 | 3 | 1 | 2 | 21 |

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



NS Cars Offered in Interchange but not Accepted

| offered | Monday | Tuesday | Wednesday | Thursday | Friday | total |
|--------------|----------|----------|-----------|----------|----------|----------|
| CSX | 0 | 0 | 0 | 0 | 0 | 0 |
| other | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 |

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

NS Northern Region Train Starts and Delays

| | Saturday 12-Feb | Sunday 13-Feb | Monday 14-Feb | Tuesday 15-Feb | Wednesday 16-Feb | Thursday 17-Feb | Friday 18-Feb | Grand Total |
|--------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| # of Train Starts | 200 | 152 | 153 | 178 | 178 | 184 | 181 | 1226 |
| Delay Cause | | | | | | | | |
| Crew Delays (hrs) | 4.8 | 0.0 | 7.2 | 0.0 | 0.0 | 2.8 | 11.3 | 26.0 |
| Power Delays (hrs) | 138.8 | 49.0 | 70.8 | 105.0 | 13.5 | 84.3 | 110.6 | 571.9 |

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

| track | Monday 14-Feb | Tuesday 15-Feb | Wednesday 16-Feb | Thursday 17-Feb | Friday 18-Feb | total |
|--------------------|------------------|-------------------|---------------------|--------------------|------------------|----------|
| Multiple Main | 0 | 0 | 1 | 0 | 0 | 1 |
| Siding | 0 | 0 | 0 | 0 | 5 | 5 |
| Grand Total | 0 | 0 | 1 | 0 | 5 | 6 |

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

Locomotive Fleet Statistics

| | Saturday 12-Feb | Sunday 13-Feb | Monday 14-Feb | Tuesday 15-Feb | Wednesday 16-Feb | Thursday 17-Feb | Friday 18-Feb | average |
|-------------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|---------|
| Fleet Size | 3735 | 3721 | 3702 | 3695 | 3648 | 3703 | 3640 | 3692 |
| available | 3474 | 3453 | 3426 | 3429 | 3403 | 3443 | 3401 | 3433 |
| out of service % | 7.0% | 7.2% | 7.5% | 7.2% | 6.7% | 7.0% | 6.6% | 7.0% |

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

NS Crew Starts and Delays

| | | Saturday 12-Feb | Sunday 13-Feb | Monday 14-Feb | Tuesday 15-Feb | Wednesday 16-Feb | Thursday 17-Feb | Friday 18-Feb | Grand Total |
|------------|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| Allentown | crew starts | 14 | 11 | 17 | 21 | 18 | 19 | 21 | 121 |
| | crews delayed | 6 | 3 | 4 | 5 | 3 | 6 | 4 | 31 |
| Bellevue | crew starts | 39 | 46 | 44 | 39 | 50 | 51 | 43 | 312 |
| | crews delayed | 13 | 9 | 24 | 18 | 17 | 21 | 16 | 118 |
| Buffalo | crew starts | 21 | 19 | 22 | 23 | 25 | 28 | 22 | 160 |
| | crews delayed | 6 | 3 | 8 | 7 | 3 | 13 | 3 | 43 |
| Chicago | crew starts | 41 | 35 | 36 | 35 | 34 | 36 | 35 | 252 |
| | crews delayed | 17 | 18 | 17 | 14 | 16 | 24 | 16 | 122 |
| Cincinnati | crew starts | 29 | 38 | 32 | 37 | 34 | 37 | 29 | 236 |
| | crews delayed | 8 | 10 | 11 | 6 | 11 | 17 | 11 | 74 |
| Cleveland | crew starts | 30 | 20 | 20 | 20 | 22 | 23 | 20 | 155 |
| | crews delayed | 6 | 5 | 9 | 10 | 7 | 11 | 4 | 52 |
| Conway | crew starts | 55 | 48 | 42 | 35 | 55 | 48 | 56 | 339 |
| | crews delayed | 16 | 16 | 12 | 14 | 18 | 22 | 16 | 114 |
| Detroit | crew starts | 21 | 18 | 22 | 21 | 23 | 20 | 23 | 148 |
| | crews delayed | 11 | 7 | 3 | 11 | 11 | 11 | 5 | 59 |
| Elkhart | crew starts | 43 | 47 | 39 | 36 | 46 | 45 | 43 | 299 |
| | crews delayed | 13 | 19 | 13 | 15 | 22 | 26 | 19 | 127 |
| Harrisburg | crew starts | 53 | 58 | 48 | 59 | 58 | 55 | 58 | 389 |
| | crews delayed | 13 | 23 | 12 | 19 | 14 | 23 | 19 | 123 |
| Toledo | crew starts | 58 | 61 | 52 | 45 | 50 | 62 | 53 | 381 |
| | crews delayed | 14 | 14 | 10 | 5 | 9 | 25 | 17 | 94 |

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 12-Feb | Sunday 13-Feb | Monday 14-Feb | Tuesday 15-Feb | Wednesday 16-Feb | Thursday 17-Feb | Friday 18-Feb | Average |
|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|---------|
| availability% | 80% | 76% | 79% | 80% | 82% | 83% | 82% | 80% |

Notes:

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

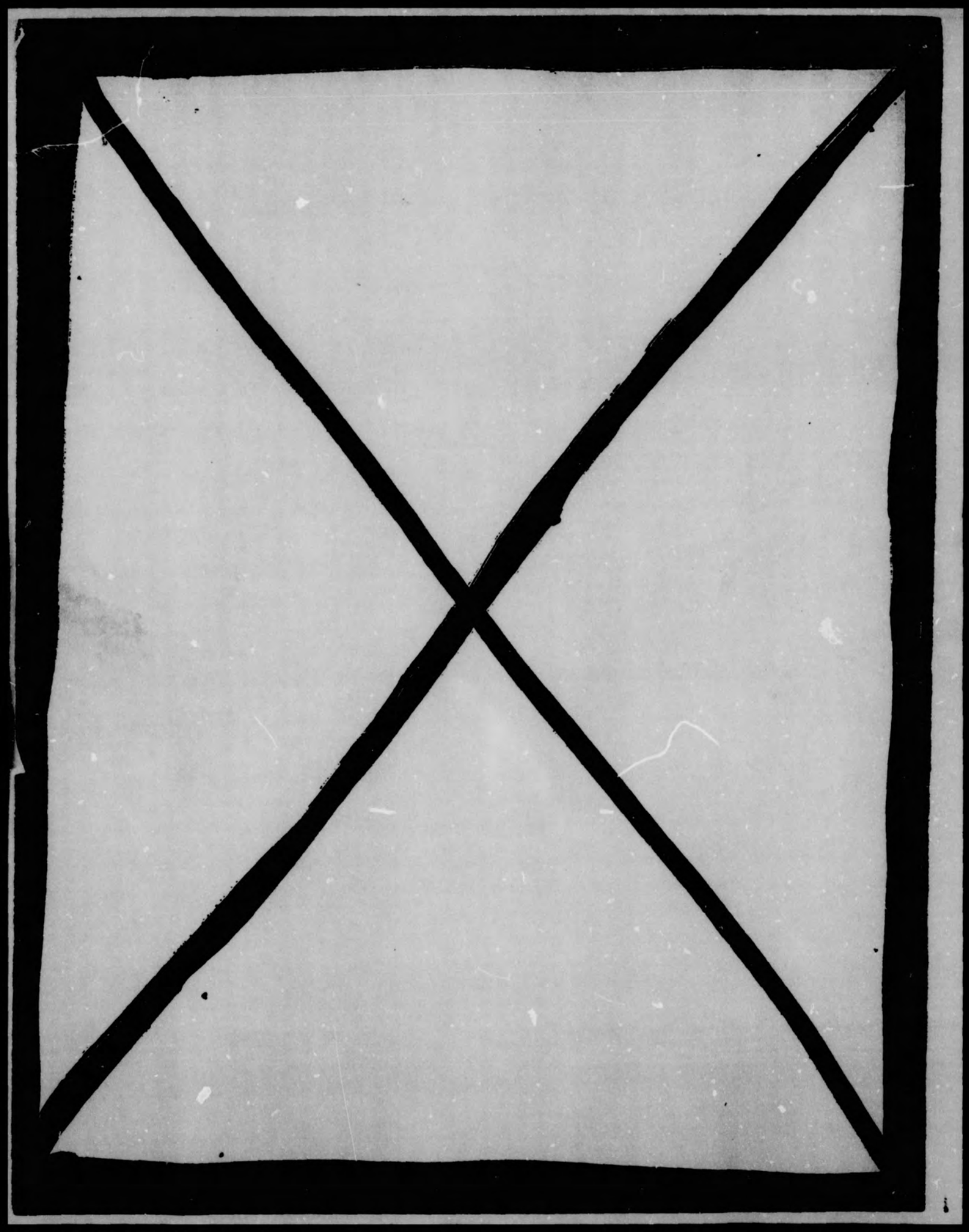
NS Northern Region Crew Starts and Recrews

| | Saturday 12-Feb | Sunday 13-Feb | Monday 14-Feb | Tuesday 15-Feb | Wednesday 16-Feb | Thursday 17-Feb | Friday 18-Feb | Grand Total |
|-------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| crew starts | 393 | 346 | 329 | 342 | 396 | 392 | 381 | 2579 |
| recrews | 36 | 31 | 47 | 41 | 39 | 37 | 24 | 255 |

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

2-11-00

D

196860

SURFACE TRANSPORTATION BOARD

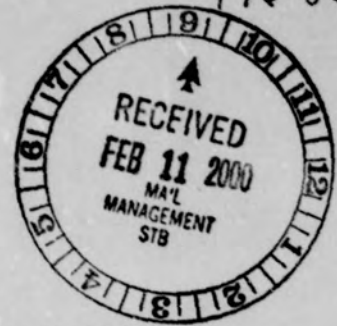
Memorandum

ENTERED
Office of the Secretary

FEB 11 2000

Part of
Public Record

DATE: February 11, 2000



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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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



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

Danford L. Price
Assistant Vice President -
Service Measurements

February 9, 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, February 4th.

Overall train velocity increased from 17.9 to 18.4 miles-per-hour. Average daily total cars on line and terminal dwell were essentially unchanged when compared to the prior week.

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

Chicago Gateway Operations

With improving weather conditions this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorable by 11 percentage points. Traffic conditions remain moderate within the Chicago area.

Yards and Terminals

Car volumes and dwell hours continue to remain steady despite the recent weather conditions. This week, six of the 14 terminals showed an improvement in terminal dwell. Although availability of crews remained high, operations in some locations were hampered by availability of locomotives.

Corridor Performance

The best train performance during this week was the Chicago to Northeast corridor, however only one of the six corridors improved performance when compared to the previous week. On-time-to-two-hours-late category decreased five percentage points, and the percent of trains in the greater-than-six-hours-late category increased three percentage points.

Shared Areas

The daily average of cars on-hand were reduced marginally at Oak Island and Detroit North Yard. Overall terminal dwell time increased from 44.1 hours to 47.0 hours. Road train delays for crew and power stayed constant over the prior week, while total hours decreased. Six originating trains were delayed due to late arrivals from the CSXT and/or NS.

Additional Measurements

Train Delay Metric: For 744 train starts, Train Delay totaled 565 hours for Power and 283 hours for Crew. Delays were up only slightly from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 41% for the week, an increase of four percentage points from the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage averaged 84%, or a decrease of one percentage point from the prior week.

Daily Number of Recrews Required: Of 1912 crew starts, 152 (8%) were recrews, the same percentage as reported from the prior week.

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

Locomotives: Gross Locomotives = 4072, Average Available = 3640, and Out-of-Service Ratio = 7.3%, an increase from the prior week. The increase was primarily weather related.

Cars Offered in Interchange: averaged 47 cars daily, of which 4 were allocated to Norfolk Southern.

Blocked Sidings or Multiple Main Lines: totaled 8 for the week, up slightly from a total of 6 reported the prior week

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 96% for 90 MARC trains (West Virginia - Washington).

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

With the recent winter storms across the northern part of the railroad behind us, we are in the midst of recovery and statistics indicate a slight improvement this week. We continue to make a positive impact on train velocity and terminal dwell. The service levels have started to improve and we continue to analyze our customer requirements.

Sincerely,

Danford L. Price
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 02/04/00

Yard Performance

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|----------------|-----------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 |
| Oak Island, NJ | Fluid Capacity | 1200 | 1200 | 1200 | 1200 | 1200 |
| | Cars On Hand - Loaded | 602 | 567 | 569 | 470 | 575 |
| | Cars On Hand - Empty | 387 | 481 | 563 | 544 | 498 |
| | Cars On Hand - Total | 989 | 1048 | 1132 | 1014 | 1073 |
| | Cars Handled | 406 | 357 | 416 | 425 | 481 |
| | Dwell Hours | 97.0 | 75.1 | 50.2 | 51.8 | 55.8 |
| Pavonia, NJ | Fluid Capacity | 900 | 900 | 900 | 900 | 900 |
| | Cars On Hand - Loaded | 449 | 346 | 353 | 398 | 469 |
| | Cars On Hand - Empty | 289 | 297 | 419 | 491 | 462 |
| | Cars On Hand - Total | 738 | 643 | 772 | 889 | 931 |
| | Cars Handled | 370 | 403 | 306 | 424 | 426 |
| | Dwell Hours | 50.5 | 56.8 | 37.1 | 35.8 | 43.4 |
| North Yard, MI | Fluid Capacity | 850 | 850 | 850 | 850 | 850 |
| | Cars On Hand - Loaded | 178 | 334 | 269 | 319 | 217 |
| | Cars On Hand - Empty | 86 | 155 | 120 | 102 | 94 |
| | Cars On Hand - Total | 264 | 489 | 389 | 421 | 311 |
| | Cars Handled | 150 | 423 | 262 | 336 | 280 |
| | Dwell Hours | 18.6 | 26.3 | 31.3 | 18.9 | 20.1 |

CSX Comments: Daily average on hand cars were reduced marginally at Oak Island and Detroit North Yard. Overall terminal dwell time increased from 44.1 hours to 47.0 hours. The major causes of the increase were (1) dispatchment of customer traffic to Port Newark and Eport which had been staged for delivery at Oak Island; and (2) continued recovery of the outbound road operation from the prior week's winter storm.

Surface Transportation Board

Performance Measures

For the week ending: 02/04/00

Train Originations

(Composite of NS/CSX Traffic)

| | | Monday | Tuesday | Wednesday | Thursday | Friday |
|------------------|------------------------|----------|----------|-----------|----------|----------|
| Location | Measure | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 |
| North Jersey SAA | Number of Originations | 8 | 16 | 15 | 11 | 9 |
| | % Ontime | 25% | 38% | 60% | 55% | 33% |
| | % Late 0-2 Hours | 50% | 38% | 0% | 27% | 22% |
| | % Late 2-4 Hours | 0% | 6% | 13% | 9% | 11% |
| | % Late 4-6 Hours | 13% | 13% | 27% | 9% | 33% |
| | % Late GT 6 Hours | 13% | 6% | 0% | 0% | 0% |
| South Jersey SAA | Number of Originations | 2 | 5 | 4 | 5 | 3 |
| | % Ontime | 0% | 20% | 25% | 0% | 0% |
| | % Late 0-2 Hours | 0% | 20% | 25% | 20% | 0% |
| | % Late 2-4 Hours | 50% | 20% | 50% | 20% | 33% |
| | % Late 4-6 Hours | 0% | 0% | 0% | 20% | 33% |
| | % Late GT 6 Hours | 50% | 40% | 0% | 40% | 33% |
| Detroit SAA | Number of Originations | 2 | 2 | 3 | 3 | 1 |
| | % Ontime | 0% | 50% | 67% | 67% | 0% |
| | % Late 0-2 Hours | 100% | 50% | 33% | 33% | 100% |
| | % 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: Road train delays for crew and power remained constant over the prior week, while total delay hours decreased. Crew availability delayed 17 trains with a 30% increase in delay hours over last week. Power delay hours, however, decreased 38% from last week, delaying 16 trains. A total of six originating trains were delayed due to late arrivals from inbound trains.

Surface Transportation Board

Performance Measures

For the week ending: 02/04/00

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|--------------|---------------------|----------|----------|-----------|----------|----------|---------|
| Measure | Railroad Offered To | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 | Average |
| Cars Offered | NS | 0 | 21 | 0 | 0 | 0 | 4 |
| | All Other | 27 | 6 | 89 | 94 | 0 | 43 |
| | Total | 27 | 27 | 89 | 94 | 0 | 47 |

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

CSXT Blocked Sidings or Multiple Main Lines

(Snapshot at 14:30 for Day Measured)

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|---------|---------------------|----------|----------|-----------|----------|----------|--------|
| Measure | Track Type | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 | Total |
| Blocked | Sidings | 1 | 2 | 1 | 1 | 0 | 5 |
| | Multiple Main Lines | 0 | 0 | 2 | 1 | 0 | 3 |
| | Total | 1 | 2 | 3 | 2 | 0 | 8 |

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

| | | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|---------|-----------|----------|----------|-----------|----------|----------|---------|
| Service | Measure | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 | Average |
| AMTK | Trains | 2 | 2 | 2 | 2 | 2 | 10 |
| | % On Time | 50% | 50% | 50% | 100% | 100% | 70% |
| MARC | Trains | 18 | 18 | 18 | 18 | 18 | 90 |
| | % On Time | 100% | 100% | 100% | 83% | 94% | 96% |

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

For the week ending: 02/04/00

CSXT Train Crew Delay

| | Causes of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|--------------|------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Terminal | Trains / Hours | 01/29/00 | 01/30/00 | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 | Total |
| Baltimore | Train Crew Starts | 17 | 7 | 8 | 19 | 13 | 17 | 8 | 89 |
| | Crews Delayed +2 Hours | 13 | 3 | 5 | 9 | 9 | 12 | 5 | 56 |
| | % Delayed +2 Hours | 76% | 43% | 63% | 47% | 69% | 71% | 63% | 63% |
| Buffalo | Train Crew Starts | 39 | 40 | 28 | 39 | 43 | 44 | 45 | 278 |
| | Crews Delayed +2 Hours | 15 | 6 | 10 | 11 | 5 | 17 | 15 | 79 |
| | % Delayed +2 Hours | 38% | 15% | 36% | 28% | 12% | 39% | 33% | 28% |
| Chicago | Train Crew Starts | 23 | 25 | 24 | 24 | 26 | 19 | 24 | 165 |
| | Crews Delayed +2 Hours | 12 | 13 | 9 | 5 | 15 | 9 | 9 | 72 |
| | % Delayed +2 Hours | 52% | 52% | 38% | 21% | 58% | 47% | 38% | 44% |
| Cincinnati | Train Crew Starts | 37 | 34 | 31 | 33 | 30 | 38 | 40 | 243 |
| | Crews Delayed +2 Hours | 17 | 9 | 3 | 11 | 14 | 8 | 12 | 74 |
| | % Delayed +2 Hours | 46% | 26% | 10% | 33% | 47% | 21% | 30% | 30% |
| Cleveland | Train Crew Starts | 27 | 21 | 22 | 17 | 25 | 23 | 23 | 158 |
| | Crews Delayed +2 Hours | 9 | 12 | 6 | 7 | 6 | 1 | 9 | 50 |
| | % Delayed +2 Hours | 33% | 57% | 27% | 41% | 24% | 4% | 39% | 32% |
| Cumberland | Train Crew Starts | 29 | 19 | 24 | 29 | 24 | 34 | 29 | 188 |
| | Crews Delayed +2 Hours | 5 | 1 | 7 | 9 | 3 | 5 | 1 | 31 |
| | % Delayed +2 Hours | 17% | 5% | 29% | 31% | 13% | 15% | 3% | 16% |
| Detroit | Train Crew Starts | 6 | 3 | 6 | 6 | 5 | 5 | 2 | 33 |
| | Crews Delayed +2 Hours | 2 | 1 | 2 | 4 | 2 | 1 | 0 | 12 |
| | % Delayed +2 Hours | 33% | 33% | 33% | 67% | 40% | 20% | 0% | 36% |
| Philadelphia | Train Crew Starts | 5 | 4 | 3 | 5 | 4 | 3 | 6 | 30 |
| | Crews Delayed +2 Hours | 3 | 1 | 1 | 4 | 4 | 2 | 5 | 20 |
| | % Delayed +2 Hours | 60% | 25% | 33% | 80% | 100% | 67% | 83% | 67% |
| Selkirk | Train Crew Starts | 40 | 26 | 30 | 35 | 40 | 47 | 44 | 262 |
| | Crews Delayed +2 Hours | 21 | 13 | 18 | 15 | 20 | 31 | 22 | 140 |
| | % Delayed +2 Hours | 53% | 50% | 60% | 43% | 50% | 66% | 50% | 53% |
| Toledo | Train Crew Starts | 26 | 22 | 25 | 26 | 23 | 25 | 33 | 180 |
| | Crews Delayed +2 Hours | 9 | 5 | 14 | 17 | 11 | 13 | 6 | 75 |
| | % Delayed +2 Hours | 35% | 23% | 56% | 65% | 48% | 52% | 18% | 42% |
| Willard | Train Crew Starts | 43 | 44 | 31 | 37 | 39 | 38 | 46 | 278 |
| | Crews Delayed +2 Hours | 20 | 16 | 17 | 15 | 13 | 12 | 13 | 106 |
| | % Delayed +2 Hours | 47% | 36% | 55% | 41% | 33% | 32% | 28% | 36% |

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: 02/04/00

CSXT Train Delay - Northern Region Lines

| | Cause of Delay | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Weekly |
|-------------|--------------------------|----------|----------|----------|----------|-----------|----------|----------|--------|
| Measure | Trains / Hours | 01/29/00 | 01/30/00 | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 | Total |
| Train Delay | Originating Train Starts | 101 | 104 | 109 | 90 | 118 | 103 | 119 | 744 |
| | Delayed Hours - Power | 73 | 87 | 62 | 79 | 100 | 72 | 92 | 565 |
| | Delayed Hours - Crews | 40 | 118 | 26 | 54 | 10 | 12 | 23 | 283 |

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 | 01/29/00 | 01/30/00 | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 | Average |
| Crew Availability | % Available | 83% | 81% | 81% | 85% | 87% | 87% | 85% | 84% |

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 | 01/29/00 | 01/30/00 | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 | Total |
| Crews/Recrews | Train Crew Starts | 272 | 254 | 254 | 250 | 301 | 293 | 288 | 1912 |
| | Recrews | 15 | 20 | 25 | 20 | 27 | 26 | 19 | 152 |
| | % Recrewed | 6% | 8% | 10% | 8% | 9% | 9% | 7% | 8% |

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

Surface Transportation Board

Performance Measures

For the week ending: 02/04/00

CSXT Locomotive Fleet Condition

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|-------------|-----------------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Locomotives | 01/29/00 | 01/30/00 | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 | Average |
| Locomotives | Gross Fleet Size | 4069 | 4065 | 4083 | 4087 | 4058 | 4071 | 4069 | 4072 |
| | Avg. Number Available | 3620 | 3630 | 3626 | 3649 | 3643 | 3645 | 3667 | 3640 |
| | OOS Ratio | 7.4 | 8.2 | 7.3 | 7.6 | 7.0 | 7.2 | 6.6 | 7.3 |

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

Shared Asset Areas Train Delay

| | | Saturday | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Daily |
|-------------|---------------------------|----------|----------|----------|----------|-----------|----------|----------|---------|
| Measure | Shared Area | 01/29/00 | 01/30/00 | 01/31/00 | 02/01/00 | 02/02/00 | 02/03/00 | 02/04/00 | Average |
| Train Delay | Philadelphia/South Jersey | 1 | 1 | 1 | 3 | 2 | 2 | 2 | 2 |
| | North Jersey | 1 | 2 | 3 | 1 | 4 | 0 | 2 | 2 |
| | Detroit | 2 | 2 | 3 | 3 | 0 | 2 | 2 | 2 |

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

George A. Aspatore
General Solicitor

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

February 9, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending February 4, 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.

February 9, 2000

Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

February 9, 2000

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

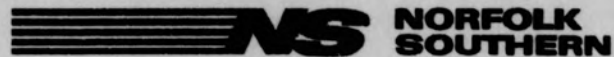
Dear Mr. Clemens:

With the brief but intense bout of winter weather well behind us, performance measures over the past week showed some recovery. Specifically, the overall average terminal dwell time that had increased noticeably in the last report dropped back down to levels seen over the preceding few weeks. Unrelated to the weather, average train speed increased slightly, remaining above 19 mph for the fourth straight week. Although that mark does not have any particular significance, we are nonetheless encouraged by the speeds we have been able to maintain of late. The cars on line measure increased by a small amount but remains within a suitable range at this point. On the monitored corridors and Chicago gateway operations, 115 trains were held for terminal congestion, 54 trains were held for crews, and 16 trains were held for power.

With respect to our customer service hotline in Buffalo, no calls were received.

In the Shared Assets Areas, lack of power resulted in 16 trains being delayed for 160 hours, while 17 trains were held for 155 hours awaiting crews. Additionally, six originating trains were delayed for 41 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 73% of the train delay hours in the SAAs.

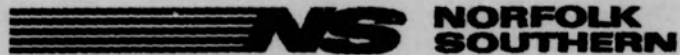
Sincerely,



For the week ending 2/4/00

Shared Asset Train Origination Performance

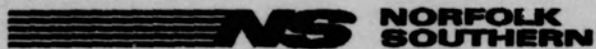
| location | date | Trains | On time | 0-2 hours late | 2-4 hours late | 4-6 hours late | 6+ hours late |
|--------------------|---------|--------|---------|----------------|----------------|----------------|---------------|
| Detroit Total | 1/31/00 | 5 | 20% | 20% | 0% | 0% | 60% |
| | 2/1/00 | 8 | 13% | 13% | 25% | 0% | 50% |
| | 2/2/00 | 9 | 22% | 33% | 22% | 0% | 22% |
| | 2/3/00 | 9 | 22% | 44% | 0% | 0% | 33% |
| | 2/4/00 | 8 | 38% | 38% | 0% | 0% | 25% |
| Detroit Total | | 39 | 23% | 31% | 10% | 0% | 36% |
| North Jersey Total | 1/31/00 | 7 | 14% | 14% | 29% | 0% | 43% |
| | 2/1/00 | 18 | 22% | 11% | 22% | 6% | 39% |
| | 2/2/00 | 13 | 31% | 8% | 15% | 23% | 23% |
| | 2/3/00 | 18 | 28% | 0% | 17% | 22% | 33% |
| | 2/4/00 | 20 | 30% | 15% | 20% | 10% | 25% |
| North Jersey Total | | 76 | 26% | 9% | 20% | 13% | 32% |
| South Jersey Total | 1/31/00 | 8 | 13% | 25% | 0% | 13% | 50% |
| | 2/1/00 | 10 | 40% | 0% | 0% | 0% | 60% |
| | 2/2/00 | 6 | 50% | 17% | 17% | 0% | 17% |
| | 2/3/00 | 5 | 40% | 0% | 20% | 20% | 20% |
| | 2/4/00 | 8 | 50% | 0% | 0% | 13% | 38% |
| South Jersey Total | | 37 | 38% | 8% | 5% | 8% | 41% |
| Grand Total | | 152 | 28% | 27% | 12% | 15% | 18% |



For the week ending 2/4/00

Shared Asset Area - Yard Performance

| Yard | date | Fluid Capacity | On hand -Empty | On hand - Loaded | On hand - Total | Cars handled | Average dwell |
|-----------------------|---------|----------------|----------------|------------------|-----------------|--------------|---------------|
| North Yard MI | 1/31/00 | 850 | 86 | 178 | 264 | 150 | 18.6 |
| | 2/1/00 | 850 | 155 | 334 | 489 | 423 | 26.3 |
| | 2/2/00 | 850 | 120 | 269 | 389 | 262 | 31.3 |
| | 2/3/00 | 850 | 102 | 319 | 421 | 336 | 18.9 |
| | 2/4/00 | 850 | 94 | 217 | 311 | 280 | 20.1 |
| North Yard MI Average | | 850 | 111 | 263 | 375 | 290 | 23.5 |
| Oak Island NJ | 1/31/00 | 1200 | 387 | 602 | 989 | 406 | 97.0 |
| | 2/1/00 | 1200 | 481 | 567 | 1048 | 357 | 75.1 |
| | 2/2/00 | 1200 | 563 | 569 | 1132 | 416 | 50.2 |
| | 2/3/00 | 1200 | 544 | 470 | 1014 | 425 | 51.8 |
| | 2/4/00 | 1200 | 498 | 575 | 1073 | 481 | 55.8 |
| Oak Island NJ Average | | 1200 | 495 | 557 | 1051 | 417 | 65.2 |
| Pavonia NJ | 1/31/00 | 900 | 289 | 449 | 738 | 370 | 50.5 |
| | 2/1/00 | 900 | 297 | 346 | 643 | 403 | 56.8 |
| | 2/2/00 | 900 | 419 | 353 | 772 | 306 | 37.1 |
| | 2/3/00 | 900 | 491 | 398 | 889 | 424 | 35.8 |
| | 2/4/00 | 900 | 462 | 469 | 931 | 426 | 43.4 |
| Pavonia Average | | 900 | 392 | 403 | 795 | 386 | 44.9 |

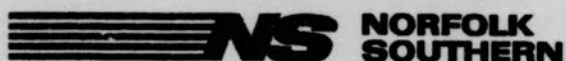


For the week ending 2/4/00

Shared Asset Area Trains Held

| area | Sat 29-Jan | Sun 30-Jan | Mon 31-Jan | Tue 01-Feb | Wed 02-Feb | Thu 03-Feb | Fri 04-Feb | Grand Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| North Jersey | 1 | 2 | 3 | 1 | 4 | | 2 | 13 |
| South Jersey | 1 | 1 | 1 | 3 | 2 | 2 | 2 | 12 |
| Detroit | 2 | 2 | 3 | 3 | | 2 | 2 | 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 | 0 | 0 | 0 | 0 | 0 | 0 |
| other | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 |

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

NS Northern Region Train Starts and Delays

| | Saturday 29-Jan | Sunday 30-Jan | Monday 31-Jan | Tuesday 1-Feb | Wednesday 2-Feb | Thursday 3-Feb | Friday 4-Feb | Grand Total |
|--------------------|--------------------|------------------|------------------|------------------|--------------------|-------------------|-----------------|-------------|
| # of Train Starts | 180 | 145 | 160 | 200 | 186 | 176 | 184 | 1231 |
| Delay Cause | | | | | | | | |
| Crew Delays (hrs) | 0.0 | 56.0 | 9.4 | 2.5 | 1.3 | 19.8 | 30.2 | 119.1 |
| Power Delays (hrs) | 200.0 | 97.0 | 148.8 | 61.3 | 79.4 | 73.2 | 209.9 | 869.5 |

The delay numbers are expressed in hours

NS Blocked Sidings and Multiple Main Lines

| track | Monday 31-Jan | Tuesday 1-Feb | Wednesday 2-Feb | Thursday 3-Feb | Friday 4-Feb | total |
|--------------------|------------------|------------------|--------------------|-------------------|-----------------|----------|
| Multiple Main | 0 | 0 | 0 | 1 | 0 | 1 |
| Siding | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 1 | 0 | 1 |

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

Locomotive Fleet Statistics

| | Saturday 29-Jan | Sunday 30-Jan | Monday 31-Jan | Tuesday 1-Feb | Wednesday 2-Feb | Thursday 3-Feb | Friday 4-Feb | average |
|-------------------------|--------------------|------------------|------------------|------------------|--------------------|-------------------|-----------------|---------|
| Fleet Size | 3740 | 3823 | 3695 | 3687 | 3707 | 3703 | 3600 | 3708 |
| available | 3464 | 3557 | 3405 | 3408 | 3438 | 3447 | 3360 | 3440 |
| out of service % | 7.4% | 7.0% | 7.8% | 7.6% | 7.3% | 6.9% | 6.7% | 7.2% |

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

NS Crew Starts and Delays

| | | Saturday 29-Jan | Sunday 30-Jan | Monday 31-Jan | Tuesday 1-Feb | Wednesday 2-Feb | Thursday 3-Feb | Friday 4-Feb | Grand Total |
|------------|---------------|--------------------|------------------|------------------|------------------|--------------------|-------------------|-----------------|-------------|
| Allentown | crew starts | 12 | 14 | 20 | 22 | 16 | 20 | 20 | 124 |
| | crews delayed | 2 | 4 | 7 | 5 | 6 | 8 | 6 | 38 |
| Bellevue | crew starts | 46 | 41 | 42 | 51 | 50 | 51 | 47 | 328 |
| | crews delayed | 19 | 13 | 22 | 21 | 17 | 33 | 25 | 150 |
| Buffalo | crew starts | 20 | 21 | 21 | 23 | 26 | 26 | 25 | 162 |
| | crews delayed | 7 | 5 | 3 | 9 | 7 | 6 | 5 | 42 |
| Chicago | crew starts | 39 | 36 | 35 | 37 | 33 | 36 | 37 | 253 |
| | crews delayed | 16 | 17 | 18 | 11 | 22 | 21 | 16 | 121 |
| Cincinnati | crew starts | 36 | 32 | 31 | 27 | 30 | 30 | 35 | 221 |
| | crews delayed | 10 | 13 | 15 | 10 | 12 | 13 | 14 | 87 |
| Cleveland | crew starts | 24 | 21 | 18 | 21 | 23 | 22 | 15 | 144 |
| | crews delayed | 14 | 9 | 7 | 8 | 6 | 12 | 4 | 60 |
| Conway | crew starts | 48 | 45 | 42 | 40 | 50 | 58 | 52 | 335 |
| | crews delayed | 11 | 8 | 18 | 11 | 19 | 26 | 14 | 107 |
| Detroit | crew starts | 21 | 15 | 25 | 20 | 23 | 27 | 21 | 152 |
| | crews delayed | 11 | 9 | 12 | 8 | 14 | 16 | 10 | 80 |
| Elkhart | crew starts | 42 | 44 | 39 | 39 | 42 | 36 | 43 | 285 |
| | crews delayed | 13 | 13 | 20 | 16 | 22 | 15 | 23 | 122 |
| Harrisburg | crew starts | 52 | 49 | 42 | 49 | 63 | 48 | 54 | 357 |
| | crews delayed | 13 | 15 | 15 | 12 | 21 | 22 | 15 | 113 |
| Toledo | crew starts | 54 | 51 | 56 | 46 | 52 | 55 | 57 | 371 |
| | crews delayed | 12 | 16 | 14 | 11 | 15 | 13 | 15 | 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 29-Jan | Sunday 30-Jan | Monday 31-Jan | Tuesday 1-Feb | Wednesday 2-Feb | Thursday 3-Feb | Friday 4-Feb | average |
|---------------|--------------------|------------------|------------------|------------------|--------------------|-------------------|-----------------|---------|
| availability% | 81% | 78% | 78% | 82% | 85% | 84% | 85% | 82% |

Notes:

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

NS Northern Region Crew Starts and Recrews

| | Saturday 29-Jan | Sunday 30-Jan | Monday 31-Jan | Tuesday 1-Feb | Wednesday 2-Feb | Thursday 3-Feb | Friday 4-Feb | Grand Total |
|-------------|--------------------|------------------|------------------|------------------|--------------------|-------------------|-----------------|-------------|
| crew starts | 395 | 330 | 343 | 355 | 387 | 364 | 386 | 2560 |
| recrews | 29 | 23 | 32 | 46 | 36 | 37 | 50 | 253 |

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

