

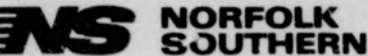
STB

FD-33388

11-13-02

D

206619



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

**Bruno Maestri**  
 Vice President  
 Public Affairs

206619

November 14, 2002

By Hand Delivery – Original and 25 Copies



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

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

Dear Secretary Williams:

Enclosed please find twenty-five (25) hard copies and one electronic copy of Quarterly Report Number 17 for the subject environmental condition certifying compliance in accordance with STB Decision No. 89.

Yours very truly,

Bruno Maestri

ENTERED  
 Office of Proceedings

NOV 13 2002

Part of  
 Public Record

Enclosure

cc: Victoria J. Rutson (5 copies)

SURFACE TRANSPORTATION BOARD  
STB FINANCE DOCKET NO. 33388



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

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

Quarterly Report Number 17 for  
Norfolk Southern Corporation and  
Norfolk Southern Railway Company

ENTERED  
Office of Proceedings  
NOV 13 2002  
Part of  
Public Record

November 14, 2002

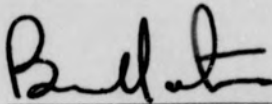
### CERTIFICATION OF COMPLIANCE

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

State	Crossing Name, County and City	FRA ID	Rail Line Segment ID	Current Warning Device	Proposed Post-Acquisition Device	In Service Date
NY	Loomis St., Town of Ripley, Chautauqua County, NY	471825F	N-070	None	Flashing Lights	8/17/02*

\* Pursuant to STB Decision No. 197, served August 22, 2001, in Finance Docket No. 33388, the deadline for completion of the requirements of Condition 8(A) for the N-070 at-grade crossing was extended until August 22, 2002.

Certified by:



Bruno Maestri  
Vice President  
Public Affairs

Date: November 14, 2002



STB

FD-33388

10-31-02

D

206523

ENTERED  
Office of Proceedings

OCT 30 2002

Part of  
Public Record

206523

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

October 31, 2002



**VIA HAND DELIVERY**

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

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

**CSX Quarterly Intermodal Truck Survey Report**

Dear Secretary Williams:

Further to the requirement in Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, CSX Corporation and CSX Transportation, Inc. ("CSX") hereby submit the attached quarterly report reflecting the origins, destinations and cross-Hudson River routings for truck traffic at those intermodal terminals in Northern New Jersey and Massachusetts that were allocated to CSX by virtue of the Conrail transaction or operated by CSX prior to that transaction (Little Ferry, NJ; North Bergen, NJ; Kearny, NJ; Boston, MA; Springfield, MA; and Worcester, MA). This report covers the three month period between June 1 through August 31, 2002. Traffic was surveyed for six non-consecutive days during those three months, with two of the survey dates falling during each of the three surveyed months.

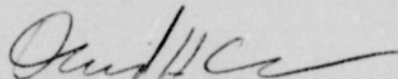
Please note that with respect to the attached New Jersey report, the data reflects the ultimate origin or destination of the surveyed traffic utilizing the George Washington Bridge. The report also shows the volume of surveyed traffic using other Hudson River crossings and the much larger volume of traffic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

The Honorable Vernon A. Williams  
October 31, 2002  
Page 2

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

Please direct any questions concerning this report to the undersigned.

Respectfully,



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

DHC:dj

Attachments

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

**CSX CORPORATION**  
**Intermodal Survey No. 15**

**October 31, 2002**

**Massachusetts Terminals**

**Surveys Results for June, 2002 through August, 2002**

<b>ST CITY</b>	<b>INBOUND OUTBOUND TOTAL</b>		
<b>George Washington Bridge</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>All Other</b>	<b>1039</b>	<b>1064</b>	<b>2103</b>
<b>GRAND TOTAL</b>	<b>1040</b>	<b>1064</b>	<b>2104</b>

**CSX CORPORATION**  
**Intermodal Survey Report No. 15**

**October 31, 2002**

**New Jersey Terminals**

**Surveys Results for June, 2002 through August, 2002**

<b>ST CITY</b>	<b>INBOUND OUTBOUND TOTAL</b>		
<b>CT New Milfo</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>CT STAMFORD</b>	<b>5</b>	<b>8</b>	<b>9</b>
<b>NY Brewster</b>	<b>0</b>	<b>1</b>	<b>1</b>
<b>NY BRONX</b>	<b>138</b>	<b>184</b>	<b>322</b>
<b>NY BROOKLYN</b>	<b>10</b>	<b>30</b>	<b>40</b>
<b>NY LONISLAND</b>	<b>5</b>	<b>13</b>	<b>18</b>
<b>NY MANHATTAN</b>	<b>6</b>	<b>2</b>	<b>8</b>
<b>NY QUEENS</b>	<b>6</b>	<b>17</b>	<b>23</b>
<b>NY STAISLAND</b>	<b>4</b>	<b>2</b>	<b>6</b>
<b>George Washington</b>	<b>174</b>	<b>258</b>	<b>432</b>
<b>George Washington</b>	<b>174</b>	<b>258</b>	<b>432</b>
<b>Tappan Zee</b>	<b>13</b>	<b>12</b>	<b>25</b>
<b>Staten Is. Crossings</b>	<b>20</b>	<b>23</b>	<b>43</b>
<b>Manhattan Tunnels</b>	<b>5</b>	<b>4</b>	<b>9</b>
<b>All Other</b>	<b>16</b>	<b>13</b>	<b>29</b>
<b>East of Hudson</b>	<b>228</b>	<b>310</b>	<b>538</b>
<b>West of Hudson</b>	<b>693</b>	<b>1352</b>	<b>2045</b>
<b>GRAND TOTAL</b>	<b>921</b>	<b>1662</b>	<b>2483</b>

STB

FD-33388

10-9-02

D

206359



ZUCKERT SCOUTT & RASENBERGER, L.L.P.

ATTORNEYS AT LAW

888 Seventeenth Street, NW, Washington, DC 20006-3509

Telephone [202] 298-8660 Fax [202] 342-0685

www.zsrlaw.com

ENTERED  
Office of Proceedings

OCT 9 2002

Part of  
Public Record

SCOTT M. ZIMMERMAN

206359

DIRECT DIAL (202) 973-7929  
smzimmerman@zsrlaw.com

October 9, 2002

**BY HAND**

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



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

Dear Secretary Williams:

Pursuant to Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, applicants Norfolk Southern Corporation and Norfolk Southern Railway Company ("NS") hereby submit the attached report and 25 copies reflecting the origins, destinations, and routings for the truck traffic at the intermodal terminal at Croxton, New Jersey, which was allocated to NS pursuant to the Conrail transaction, based on surveys for the months of July, August and September, 2002.

Please do not hesitate to call me if you have any questions regarding the attached report.

Respectfully,

Scott M. Zimmerman

cc: Melvin F. Clemens, Jr.  
Ms. Alice Cheng  
Director, Intermodal Planning  
New York City Economic Development Corp.  
110 Williams Street  
New York, NY 10038

Attachment

Norfolk Southern Corporation  
 Intermodal Terminal Report No. 13  
 Croxton Intermodal Terminal  
 Months of July, August, September 2002



State	City	In-Gate	Out-Gate	Total
	Unknown	0	0	0
CT	DANBURY	0	0	0
CT	EAST GRANBY	0	0	0
CT	EAST HARTFORD	0	0	0
CT	NEW HAVEN	0	0	0
CT	ORANGE	0	0	0
CT	WALLINGFORD	0	0	0
CT	Unknown	0	0	0
MA	ALSTON	0	0	0
MA	CHELMSFORD	0	0	0
MA	FALL RIVER	0	0	0
MA	LENOX	0	0	0
MA	NORTH DARTHMOUTH	0	0	0
MA	SOUTH BORO	0	0	0
MA	SOUTHLEE	0	0	0
MA	Unknown	0	0	0
MA	WORCESTER	0	0	0
ME	ROCKLAND	0	0	0
NY	BRONX	193	192	385
NY	BROOKLYN	0	0	0
NY	HICKSVILLE	0	0	0
NY	LONG ISLAND	0	0	0
NY	MANHATTAN	0	0	0
NY	PORT CHESTER	0	0	0
NY	QUEENS	9	6	15
NY	STATEN ISLAND	0	2	2
NY	Unknown	0	0	0
RI	Unknown	0	0	0
<hr/> George Washington		202	200	402
<hr/> George Washington		202	200	402
Tappan Zee		79	71	150
Staten Island Crossings		7	4	11
Manhattan Tunnels		1	0	1
Other / Unknown		0	0	0
<hr/> East of Hudson		289	275	564
West of Hudson		914	944	1,858
<hr/> GRAND TOTAL		1,203	1,219	2,422

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

STB

FD-33388

10-1-02

D

206367



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



206367

**Bruno Maestri**  
 Vice President  
 Public Affairs

October 1, 2002

The Honorable Linda J. Morgan  
 Chairman  
 Surface Transportation Board  
 1925 K. Street, N.W., Suite 820  
 Washington D.C. 20423-0001

**Re: Finance Docket No. 33388, Altoona and Blair County Quarterly Report**

Dear Chairman Morgan :

I am pleased to submit to the Board Norfolk Southern's second quarterly report, as required by Decision No. 198 (served September 19, 2001) in Finance Docket No. 33388, describing Norfolk Southern's efforts to develop insourcing business for the Juniata Locomotive Shop and to work with the Altoona and Blair County area on alternative economic development projects.

The enclosed quarterly report builds on the information provided in NS' initial quarterly report filed July 1, 2002. In this second report, newly-added information, covering developments during the third quarter of 2002 is highlighted in **Bold**.

Very truly yours,

Bruno Maestri

ENTERED  
 Office of Proceedings

OCT 01 2002

Part of  
 Public Record

Encl.

cc: (w/encl.) Vice Chairman Wayne O. Burkes  
 The Hon. Arlen Specter  
 Scott N. Stone, Esq.  
 Richard S. Edelman, Esq.

**Second Quarterly Report of Norfolk Southern Railway Company Regarding the Altoona and Blair County Area, Finance Docket No. 33388, CSX Corp., et al., Norfolk Southern Corp., et al., - Control and Operating Leases/Agreements - Conrail Inc., et al. (as of October 1, 2002)**

Norfolk Southern Railway Company ("NS") submits this quarterly report pursuant to Decision No. 198 (served September 19, 2001) in Finance Docket No. 33388. This report describes NS' efforts since the beginning of the second quarter 2002 to attract insourcing business to the Juniata Locomotive Shop and its efforts to work with the Altoona and Blair County area on alternative economic development projects. In this report, updates from NS' previous report will appear in **Bold**. This report begins with a description of the major industrial facilities in the Altoona/Blair County area that can be served by NS.

As noted previously, NS' efforts to secure insourcing projects for JLS and to develop commercial relationships with regard to other facilities in the Altoona and Blair County area are ongoing and often involve commercially sensitive negotiations. Accordingly, in some cases, NS will not present a detailed discussion of particular initiatives in this report in order to protect NS' competitive and commercial efforts. In some cases, particular initiatives of significant competitive and commercial import will not be discussed at all until such time as agreements are reached.

**Facilities in the Altoona/Blair County Area**

The following are major industrial facilities in the Altoona/Blair County area that can be served by NS or by shortline railroads connected to NS:

Ardie J. Dillion Industrial Park is an industrial park located in the Interstate 99 Enterprise Zone.<sup>1</sup> It is located on Interstate 99 approximately half way between Tyrone and Altoona, and is adjacent to NS lines. Seven industries are located in the industrial park.

Juniata Locomotive Shop ("JLS") is one of NS' two current facilities for major locomotive repair, overhaul and heavy maintenance. (The other such facility is located in Roanoke, Virginia.) JLS also provides running repairs to NS' fleet of locomotives, as do other facilities on the NS system. The facility, which dates from 1890, has a total of 28 buildings. The on-site power plant, through its three coal-fired boilers and two turbine-generators, provides power to the facility. The E & M Shop houses the main overhaul facilities (current overhaul capacity estimated to be 340 units per year), the wheel shop, the traction motor shop and other dedicated facilities. The dedicated paint building has two paint booths currently operating. NS stores and performs maintenance on its 21 car fleet of business cars and 9

---

<sup>1</sup> Companies that locate within an "Enterprise Zone" are eligible for low-interest loans, corporate income tax credits, job training assistance, and grants.



research and test cars in another building. The facility serves as the part distribution center for the entire NS locomotive running repair system.

The JLS facilities were last completely renovated in the early 1980s, but partial renovations and modernizations have continued since that time. For example, a new power assembly line was installed in May 2002. Several portions of the shops were rehabilitated in 2000 and 2001, including the EMD overhaul line, the truck shop, the wheel shop, the motor shop and the power assembly cleaning area. Additional modernizations and rehabilitations will be performed as capital becomes available and when the work is justified.

Hollidaysburg Car Shop ("HCS"), one of several railroad car repair facilities on the NS system, is scheduled to close July 21, 2002. The facility, first operational in 1955, consists of over three-quarters of a million square feet of enclosed shop and car production space sitting on over 360 acres of land. The building housing the Shops is over one-half mile long and at points it is nearly 330 feet wide. The building contains four main tracks over 3,000 feet long, 12 overhead cranes, and three paint and blast facilities. Up to 3,500 rail cars can be stored at the Shops at any one time. There are over 65 miles of rail tracks in the main building and elsewhere throughout the property. The facility is located in a Keystone Opportunity Zone.<sup>2</sup>

Northern Altoona KOZ Site is a warehousing/distribution/manufacturing heavy industrial site that is located close to Interstate 99. The facility is located in a Keystone Opportunity Zone and along the Interstate 99 Enterprise Zone. NS rail service is available to the site. There are no occupants of this site as of June 2002.

Robert C. Jubelier Business Park is a distribution/logistics facility. Located along Interstate 99 at Business Route 220, the facility is located in a Keystone Opportunity Zone and along the Interstate 99 Enterprise Zone. As of June 2002, one trucking company is located at the facility. The park is served by the Nittany & Bald Eagle Railroad, a shortline connected to NS.

Rose Yard is a NS rail yard that borders on JLS.

South Altoona Business Park is an in-town industrial park facility located in an Enterprise Zone. Nine companies are located in the facility. NS rail service is available to the site.

Walter Business Park is an distribution business park with access to the Everett Railroad, a shortline connected to NS.

---

<sup>2</sup> A business located in an "Opportunity Zone" is eligible for an extended period of state and local tax relief.



William W. Ward Business Park is an industrial/business park located south of Altoona and west of Interstate 99. Eight companies are located in the facility. NS rail service is available to the site.

### **JLS Insourcing and Altoona/Blair County Economic Development**

The following are the major insourcing projects undertaken or planned at JLS and other NS efforts regarding alternative economic development in the Altoona/Blair County area commencing with the second quarter of 2002:

- A JLS locomotive overhaul insourcing project for CSX, covering a total of 195 units at the rate of approximately eight overhauls per month, has just been completed during the second quarter, 2002.
- On October 25, 2001, NS' Thoroughbred Mechanical Services ("TMS") finalized a contract for a JLS locomotive remanufacturing insourcing project for First Union, covering approximately two units per month, which began in November 2000 and is scheduled to be completed in April 2004.
- NS has had discussions with the Altoona Blair County Development Corporation ("ABCD Corp.") for several years regarding ABCD Corp.'s interest in acquiring NS' Rose Yard for industrial development. NS has advised ABCD Corp. that NS does not wish to sell the property at present but is aware of ABCD Corp.'s continuing interest in it.
- ABCD Corp. is currently pursuing a \$100,000 grant from the US Department of Commerce Economic Development Administration for the purpose developing a regional marketing study for Blair County and the Interstate 99 corridor. The study will include investigation of highest and best use of the HCS in addition to a targeted marketing effort for the Interstate 99 corridor. Norfolk Southern provided ABCD Corp. a grant of \$50,000 in last year to assist with the fifty-percent local match requirement for the EDA funds.
- During May 2002, an industry contacted NS about leasing a portion of HCS. The NS mechanical, industrial development and other departments are proceeding to explore issues related to the proposed lease arrangement.
- On June 6, 2002, the Director of NS Industrial Development issued to six national real estate brokers a request for proposals to become the exclusive listing agent to represent the HCS property. It is anticipated that these proposals will be evaluated in July with selection of a broker in August.

- On June 18, 2002, the President of NS Development and Director of NS Industrial Development met with officials of ABCD Corp. to discuss progress in the marketing of the HCS facility. ABCD Corp. has discussed the development of a local task force to aid in that effort, and NS has agreed to participate.
- On June 18, 2001, the President of NS Development and Director of NS Industrial Development met with officials of a local trucking company to explore the possible development of a rail to truck transfer facility.
- On June 21, 2002, NS' Thoroughbred Mechanical Services group announced that it had reached an agreement with General Motors (EMD) to modify, over a period of two years, 46 General Motors EMD locomotives that are in service for the Long Island Railroad.
- On June 24 and 25, 2002, Director of NS Industrial Development conducted a site tour of HCS for two real estate brokers responding to NS' request for proposals to become the exclusive listing agent.
- **In response to the June 6, 2002 request for proposals discussed above, on July 10, 2002 two of the six national brokers contacted by NS forwarded to NS Industrial Development proposals to become the exclusive listing agent to represent the HCS property. Three other firms reviewed the proposal opportunity and elected not to respond with proposals, and the sixth firm was non-responsive.**
- **As anticipated, the Hollidaysburg Car Shops were closed on July 21, 2002. With the closure of HCS, many routine railcar maintenance items such as air hoses and brake shoes that were previously furnished to short line and regional railroads by HCS are now being supplied to these customers from JLS.**
- **At the request of the NS Industrial Development Department, on July 23, 2002, a seventh broker specializing in the disposition of major industrial facilities presented a formal proposal for site planning consulting services, including potential site brokerage.**
- **Members of NS' Industrial Development and Real Estate Departments met with the two responding brokers on August 2, 2002.**
- **On August 21, 2002, NS' Industrial Development Director met with a private party interested in the possible purchase of the HCS.**
- **On August 27, 2002, NS's Industrial Development and Real Estate Departments met with the seventh broker that NS had solicited to represent the HCS.**

- **Following the August 21, 2002 meeting referred to above, on September 5, 2002, NS' Industrial Development Director conducted a site tour of HCS for the private party interested in the possible purchase of the HCS.**
- **On September 5, 2002, the first of the 46 locomotives to be modified for the Long Island Railroad under the above-referenced agreement with General Motors arrived at JLS, and the work is underway.**
- **On September 19, 2002, the NS Industrial Development Department was contacted by the Everett Railroad regarding the expansion of one of its existing customers in Blair County. NS Industrial Development has agreed to provide preliminary engineering services for this project, with a site meeting to follow.**

STB

FD-33388

7-26-02

D

205955

Title This Jacket

STB FD-33388 7-26-02 D

ID-205955



STEPTOE & JOHNSON LLP

ATTORNEYS AT LAW

1330 Connecticut Avenue, NW  
Washington, DC 20036-1795

Telephone 202.429.3000  
Facsimile 202.429.3902  
www.steptoel.com

205955

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



July 26, 2002

**VIA HAND DELIVERY**

The Honorable Vernon A. Williams  
Secretary  
Surface Transportation Board  
Room 711  
1925 K Street, N.W.  
Washington, D.C. 20425

**ENTERED**  
Office of Proceedings

JUL 29 2002

Part of  
Public Record

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

**CSX Quarterly Intermodal Truck Survey Report**

Dear Secretary Williams:

Further to the requirement in Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, CSX Corporation and CSX Transportation, Inc. ("CSX") hereby submit the attached quarterly report reflecting the origins, destinations and cross-Hudson River routings for truck traffic at those intermodal terminals in Northern New Jersey and Massachusetts that were allocated to CSX by virtue of the Conrail transaction or operated by CSX prior to that transaction (Little Ferry, NJ; North Bergen, NJ; Kearny, NJ; Boston, MA; Springfield, MA; and Worcester, MA). This report covers the three month period between March 1, 2002 through May 31, 2002. Traffic was surveyed for six non-consecutive days during those three months, with two of the survey dates falling during each of the three surveyed months.

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

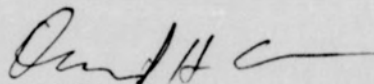


The Honorable Vernon A. Williams  
July 26, 2002  
Page 2

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

Please direct any questions concerning this report to the undersigned.

Respectfully,



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

DHC:dj

Attachments

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

New Jersey Terminals

Survey Results for March, 2002 through May, 2002

ST CITY	INBOUND	OUTBOUND	TOTAL
CT MILFORD	1	1	2
CT NEW HAVEN	1	1	2
CT SOUTH BER	0	1	1
CT STAMFORD	2	2	4
NY BEDFORD H	1	0	1
NY BRONX	92	114	206
NY BROOKLYN	10	13	23
NY CHESTER	0	1	1
NY CORONA	0	1	1
NY LONISLAND	11	15	26
NY MANHATTAN	2	1	3
NY QUEENS	5	34	39
NY STAISLAND	2	4	6
NY YONKERS	0	7	7
George Washington	127	195	322
George Washington	127	195	322
Tappan Zee	7	13	20
Staten Is. Crossings	22	36	58
Manhattan Tunnels	7	1	8
All Other	11	19	30
East of Hudson	174	264	438
West of Hudson	906	1791	2697
GRAND TOTAL	1080	2055	3135

CSX CORPORATION  
Intermodal Survey No. 14

July 26, 2002

Massachusetts Terminals

Survey Results for March, 2002 through May, 2002

ST CITY	INBOUND	OUTBOUND	TOTAL
George Washington Bridge	0	0	0
All Other	941	1091	2032
GRAND TOTAL	941	1091	2032

STB

FD-33388

7-17-02

D

205875

Title This Jacket

STB FD-33388 7-17-02 D

ID-205875



**DENNIS J. KUCINICH**  
10TH DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING  
WASHINGTON, D.C. 20515  
(202) 225-5871

14400 DETROIT AVENUE  
LAKEWOOD, OHIO 44107  
(216) 228-8850



**Congress of the United States**  
**House of Representatives**

[www.house.gov/kucinich](http://www.house.gov/kucinich)

Committees:  
Government Reform  
Education  
and the  
Workforce

July 17, 2002

Mr. Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K St NW Ste 711  
Washington, D.C. 20006-1105

Dear Mr. Williams:

As a Party of Record to the STB Finance Docket 33388, I am writing to comment on the progress reports filed by Norfolk Southern and CSX on June 3, 2002. In general, I am pleased with the progress we are making in the communities of Ohio's 10th Congressional District. The following comments summarize the status of the merger with respect to communities in my district. Enclosed is this original and 25 copies of this letter. Please also be advised that this letter is being sent by regular mail to the service list for Subnumber 91.

**Bay Village, Rocky River, Lakewood**

Norfolk Southern and the State of Ohio acted quickly to ensure that every grade crossing on the Nickel Plate Line in Lakewood and Cleveland would be equipped with gates and lights per the agreement signed by Norfolk Southern and the mayors of Lakewood, Rocky River, and Bay Village, Ohio. Most of the work as negotiated among the parties is complete and I am receiving monthly update reports from Norfolk Southern apprising me of the progress.

**Olmsted Falls, Olmsted Township**

Similarly, I am pleased with the efforts made by both Norfolk Southern and CSX to ensure that safety is not compromised with the increases in freight traffic through Olmsted Falls and Olmsted Township. Norfolk Southern, in particular, was quick to respond to inquiries from this office and from the Olmsted Falls School District when trains were parked too close to the grade crossings, causing problems with visibility to school bus drivers.

Norfolk Southern and the Federal Railroad Administration were also quick to identify and resolve a problem with the crossing gates at Fitch and Stearns Roads in Olmsted Township that were closing when no trains were on the track. Norfolk Southern made a commitment of \$80,000 to upgrade the outmoded island circuitry with the more up-to-date predictor circuits.

As part of a planned Quiet Zone for Olmsted Township, Olmsted Falls, and the communities to the east, i.e., Berea, Brook Park, and Brooklyn, the grade crossings at Fitch Road and Stearns Road are being considered for grade separations. Funding has been raised for the Fitch Road separation in conjunction with the railroads in a letter agreement incorporated into the approval of the Conrail acquisition, as well as



ENTERED  
Office of Proceedings

JUL 17 2002

Part of  
Public Record

205875



from the State of Ohio, and a direct federal appropriation. Negotiations are currently underway with the State of Ohio for a separation at Stearns Road.

**Berea**

The City of Berea continues to work cooperatively with my office as well as the Ohio Rail Development Commission (ORDC), the Ohio Department of Transportation (ODOT), Norfolk Southern and CSX to proceed with two major underpass projects. Berea continues work toward commencement of Phase I for Bagley Road and completion of design work for Front Street.

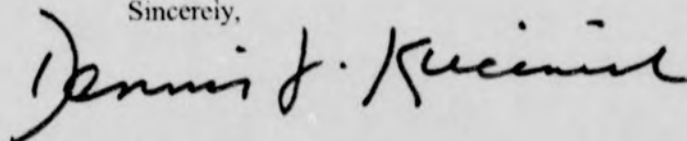
**Brooklyn**

To address noise considerations, the STB's Section on Environmental Analysis (SEA) conducted site-specific noise and mitigation analyses on rail line segments it predicted would exceed analysis criteria. SEA considered mitigation for noise sensitive receptors meeting the mitigation criteria of 70 dBA  $L_{dn}$  and a 5 dBA increase after the proposed Conrail Acquisition. Sites that do not meet these criteria are not eligible for noise mitigation under the conditions recommended in the FEIS and as agreed to under the terms of the STB's approval of the acquisition.

The rail segment (C-069) that runs parallel to Brookpark Road behind the homes on Idlewood Drive in Brooklyn, Ohio, was not predicted to meet these criteria, according to the FEIS, because the change in dBA was 4.3, .7 dBA short of the 5 dBA requirement. Appendix J-2 of the FEIS shows this rail segments freight traffic to increase from 16.4 trains per day based on 1995 data to 43.8 trains per day post acquisition.

Notwithstanding the predictions published in the FEIS, this office has received complaints from the residents and elected officials in Brooklyn alerting us to the possibility that more than 43.8 trains per day may be traversing this track. If this is true, then the change in dBA may be in excess of 5. If the actual change in dBA is higher than the predicted change, then we need to find out if Brooklyn is eligible for noise mitigation along this segment of CSX track. Therefore, I ask that the STB and CSX work with my office and the City of Brooklyn to attain an accurate train count and to determine the noise levels along the C-069 rail segment near the homes on Idlewood Drive so that we can work toward attaining any mitigation for which Brooklyn may be eligible.

Sincerely,



Dennis J. Kucinich  
Member of Congress

DJK:mg

STB

FD-33388

7-12-02

D

205843

Title This Jacket

STB FD-33388 7-12-02 D

ID-205843

# Memorandum



205843

DATE: July 12, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

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

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

Attached are the original and two copies of the 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 three paper copies, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong

ENTERED  
Office of Proceedings

JUL 15 2002

Part of  
Public Record

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

Paul R. Hitchcock  
Assistant General Counsel

June 30, 2002

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

Dear Mr. Clemens:

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

The reports are presented in the following order:

Labor Implementing Agreements .....	Page 1
Labor Task Force .....	Page 1
Construction and Other Capital Projects Table .....	Pages 2-3
Infrastructure Maintenance and Expansion .....	Page 4
Additional Noteworthy Engineering Projects Table .....	Pages 5-8
Information Technology .....	Pages 9-12
Customer Service .....	Page 13
Training .....	Page 14

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

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

Pursuant to your letter of June 17, 2002, until further directed by your office, this will be the last monthly CSXT report. We greatly appreciate your office's decision to eliminate the monthly reporting requirement in recognition of CSXT's favorable level of operations.

Very truly yours,

Paul R. Hitchcock

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

**CSX TRANSPORTATION, INC.**  
**STB OPERATIONAL MONITORING REPORT**  
**As of June 30, 2002**

**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
Infrastructure Maintenance and Expansion .....	Page 4
Additional Noteworthy Engineering Projects Table.....	Pages 5-8
Information Technology .....	Pages 9-12
Customer Service .....	Page 13
Training.....	Page 14

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



# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

## LABOR

### Labor Implementing Agreements

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

### Labor Management Task Force

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



# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

# **STB OPERATIONAL MONITORING REPORT**

**As of June 30, 2002**

## **Infrastructure Maintenance and Expansion Report**

Throughout 2001, CSX has continued committing resources toward the completion of key track capacity improvements over the entire system. The following Table lists those projects and summarizes their current status:

# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

Location	Project	Under Construction	Estimated Completion
1) Alexandria, VA	AF Interlocking reconstruction (VRE project)	Completed	10/29/01
2) Aliquippa, PA	Construct 2 industry support tracks	Completed	06/30/00
3) Baltimore, MD (Bay View YD)	Add crossover BA Tower	Completed	12/15/01
4) Blue Island (Chatham), IL	Construct Universal Crossover	N	09/30/02
5) Casky, KY	Construct new main track to create Ind. Lead	Completed	05/15/02
6) Chicago, IL	Barr SD – TCS – Phase II	Completed	06/01/01
7) Chicago, IL	Construct 59 <sup>th</sup> Street North Lead	Completed	06/30/00
8) Chicago, IL	Construct storage tracks & 3 <sup>rd</sup> Main at Barr Yard	Delayed	
9) Chicago, IL	TCS Blue Island SD to 75 <sup>th</sup> Street	Completed	03/31/01
10) Cincinnati, OH	Track Changes Hopple St. & Colerain Ave. Interlockings	N	12/31/02
11) Cleveland, OH	Construct mainline fueling facility at Collinwood Yard	Completed	08/30/00
12) Columbus, OH	Scioto Interlocking w/NS (ODOT project)	Completed	12/31/01
13) Coosa Pines, AL	Construct new 11,200' passing siding	Completed	08/29/00
14) Dearborn, MI	Construct new track connection with Shared Assets Co.	Completed	05/15/01
15) East Cleveland, OH	Noise berms, landscaping	Completed	06/30/00
16) East Fostoria, OH	Extend yard/connection lead	N	Deferred
17) Erie, PA	NS relocation project	Completed	12/31/01

# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

Location	Project	Under Construction	Estimated Completion
18) Erie, PA	Replace CSXT bridge decks over B&LE (CSXT work relating to NS relocation project)	Completed	8/1/01
19) Evansville, IN	Install new concrete universal crossovers	Completed	10/19/01
20) Fall River, MA	MBTA replacement of 4 undergrade bridges	Y	10/31/01
21) Feltonville, PA	Extend siding to 20,200'	Completed	8/9/01
22) Franklin, AL	Construct new 11,200' passing siding	Completed	09/15/00
23) Frederick, MD	MARC project	Completed	11/20/01
24) Ft. Lauderdale, FL	Construct 45 miles of 2 <sup>nd</sup> main for TriRail	N	Pending
25) Gallaway, TN	Build siding with 10,000' in clear	Completed	10/1/00
26) Garrett, IN	Construct Randolph St. underpass	Completed	08/30/00
27) Gibraltar, MI	Construct crossover between CSXT and CN	Completed	09/30/00
28) Greenwood, SC	Construct double-track to Salak	Completed	11/06/00
29) Halls, GA	Construct 2 mile siding	Completed	09/15/01
30) Hopkinsville, KY	Install turnouts/signals for new Ft. Campbell lead wye	Completed	10/15/01
31) Keystone, SC	(Sandpatch to Rockwood, PA)-Upgrade #10 crossovers to power #15's and TCS	Completed	10/29/01
32) Lacon to Holmes Gap, AL	Add 8 miles of 2 <sup>nd</sup> main MP 328-MMP336	Completed	6/15/01



# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

Location	Project	Under Construction	Estimated Completion
33) Lawrenceville, GA	Construct new siding and 5 track Palmer Yard	N	12/01/03
34) Lima, OH	Conrail connection track improvements	Completed	05/30/00
35) Little Ferry, New Jersey	Construct Bridge over Overpeck Creek	Y	12/31/02
36) Louisville, KY	Link Highway Track to Highland Park #2	Completed	06/15/00
37) Miami, FL	Phase IV Double Trk Project SX 1024.7-1031.6	Y	08/31/02
38) Martinsburg, Hobbs, Miller/Cherry Run, W Cumbo, WV	Eliminate manned interlockings, Phase I	Completed	12/31/01
39) McDaniel, TN	Siding extension to 10,000' clear	Completed	09/1/00
40) New Boston, MI	Parking lot expansion	Completed	06/30/00
41) New Boston, MI	Power Existing Sibley Rd & Eureka Rd Crossovers	N	12/31/02
42) Owassa, AL	Construct new 2 mile siding	<b>Completed</b>	<b>06/11/02</b>
43) Philadelphia, PA	Greenwich Yard Phase I rehabilitation	Completed	06/30/00
44) Philadelphia, PA	Greenwich Yard Phase II expansion	Completed	12/21/00
45) Pittsburgh to W.Pittsburgh PA	Upgrade the P&LE Branch	Y	09/30/02
46) Princeton, IN	Support Yard	N	09/02/02
47) Ridgefield Park, NJ	Construct second main track & signals M.P. 2-7	Y	12/01/02
48) Ridgefield to N. Bergen NJ	Construct second main track on the River Line	Y	12/31/02
49) Rupert-Mauk, GA	Construct 8 miles of second main track & signals	Completed	11/30/01



# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

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

Location	Project	Under Construction	Estimated Completion
50) Teaneck, NJ	Construct siding CP7-CP10	Completed	03/31/00
51) Tunnel Hill, GA	Construct Siding, W & A Sub	Completed	11/15/01
52) Union City, GA	Construct connection track	Completed	04/15/00
53) Union City-Tilford, GA	Clearance improvement project	Completed	03/15/00
54) W. Baltimore, MD	Convert #10 HTEL to Power #15	Completed	09/30/00
55) Wadley, AL	Extend passing siding to 10,000' clear	Completed	09/15/00
56) Youngstown, OH	Construct Ashtabula Connection for 140 car capacity	Completed	07/15/00
57) Hamlet, NC	New Hump Process Controller & Track profile improvement	Yes	09/30/02
58) Petersburg, VA	Track Changes to allow block swapping	No	12/31/02
59) Weaverton, MD to W Cumbo, WV	Capacity improvements for commuters	Yes	03/31/03
60) Carrol to St. Dinnis, MD	Capital Reliability Improvement-Preliminary Engineering only	No	09/30/02
61) Anacostia Jct. to Shepard Jct.	Capital Reliability Improvement-Preliminary Engineering only	No	09/30/02
62) Washington, DC	Capital Reliability improvement-Preliminary Engineering only	No	09/30/02
63) Dorsey Rd. to Savage, MD	Capital Reliability Improvement-Preliminary Engineering only	No	09/03/02

# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

## 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 June 30, 2002

## INFORMATION TECHNOLOGY

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

# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

## INFORMATION TECHNOLOGY

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

# STB OPERATIONAL MONITORING REPORT

As of June 30, 2002

## INFORMATION TECHNOLOGY

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



# **STB OPERATIONAL MONITORING REPORT**

**As of June 30, 2001**

## **Customer Service Progress Report**

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

### **Personnel**

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

### **Customer Familiarization**

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

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



# **STB OPERATIONAL MONITORING REPORT**

**As of June 30, 2002**

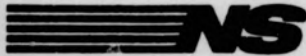
## **STB Status Submission Report on Training**

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

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

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

The last cutover completed the training initiatives for this project.



**NORFOLK  
SOUTHERN**

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

**George A. Aspatore**  
General Solicitor

Writer's Direct Dial Number

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

July 5, 2002



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

Dear Mr. Clemens,

Enclosed is Norfolk Southern's Monitoring Report dated June 30, 2002. NS continues to make progress on the projects targeted for completion in 2002 that are listed in the Construction and Other Capital Projects section of the Report.

Please let me know if you need any further information.

Sincerely,

*George A. Aspatore / JAB*  
George A. Aspatore

Enclosure

OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

2002 JUL 12 A 11: 37

RECEIVED  
SURFACE TRANSPORTATION  
BOARD

# Norfolk Southern Corporation

## STB Operational Monitoring Report

*As of June 30, 2002*

<b>Reporting Requirement</b>	<b>Page</b>
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 June 30, 2002*

## **LABOR**

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

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

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

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

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

# Surface Transportation Board Operational Monitoring Report

As of June 30, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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



# Surface Transportation Board Operational Monitoring Report

As of June 30, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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



**Surface Transportation Board Operational Monitoring Report**  
*As of June 30, 2002*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

# Surface Transportation Board Operational Monitoring Report

As of June 30, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
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	Note 2
				Grading	
			Signal	Const	
				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: Complete	Track	Design	Complete
				Const	Complete
			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	Signal	Design	Note 2
	PA	Estimated Completion Date: Undetermined		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
				Grade/Pave	Complete
			Building	Const	Complete
Sandusky- Columbus	OH	Double Track: S 13.60 - S 26.00 Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

# Surface Transportation Board Operational Monitoring Report

As of June 30, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

**Surface Transportation Board Operational Monitoring Report**  
*As of June 30, 2002*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

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

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

**Surface Transportation Board Operational Monitoring Report**  
*As of June 30, 2002*

**CUSTOMER SERVICE**

***Systems and Personnel Training***

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



**Surface Transportation Board Operational Monitoring Report**  
*As of June 30, 2002*

**CUSTOMER SERVICE**

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

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



# Surface Transportation Board Operational Monitoring Report

*As of June 30, 2002*

## CUSTOMER SERVICE

### ***Transition Process***

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

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

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

### ***Personnel***

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

### ***Customer Awareness***

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

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

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

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

STB

FD-33388

7-5-02

D

205784

Title This Jacket

STB FD-33388 7-5-02 D

ID-205784

SURFACE TRANSPORTATION BOARD

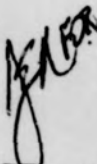
*Memorandum*



205784

DATE: July 5, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

**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 three paper copies, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong

ENTERED  
Office of Proceedings

JUL 05 2002

Part of  
Public Record



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

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

July 3, 2002

**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, June 28<sup>th</sup>. Cars on-line improved from 229,966 to 229,382 cars. Train velocity slightly decreased from 22.3 to 21.9 miles-per-hour, while terminal dwell remained flat at 27.6 hours.

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

**Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved favorably four percentage points to 66%. The percent of trains greater than 6 hours late moved unfavorably four percentage points to 16%.

**Yards and Terminals**

Six of the 14 measured yards showed an improvement from the prior week. Volumes remained within expected levels across the network.

**Corridor Performance**

Of the six measured corridors, three showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the New Orleans to Carolinas corridor with 91%. Overall, the on-time-to-two-hours-late category was 71%, moving unfavorably nine percentage points from last week. The greater-than-six-hours-late category was 14%, moving unfavorably five percentage points from the previous week.



**Shared Areas**

Daily average on hand cars increased at North Yard and Oak Island, and decreased at Pavonia. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 27.1 hours, up from 26.6 hours the prior week.

**Additional Measurements**

**Train Delay Metric:** For 749 train starts, the total weekly train delay was 88 hours for crew and 31 hours for power.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 19.6% for the week, up from 18.1% the prior week.

**Daily Crew Availability Percentage:** Crew Availability Percentage was 79%, down from 80%, the prior week.

**Daily Number of Recrews Required:** Of 1816 crew starts, 49 (3%) were recrews, same percentage as last week.

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

**Locomotives:** Gross Locomotives = 3801, Average Available = 3446, and Out-of-Service Ratio = 5.4%, up from 5.2% for the previous week.

**Cars Offered in Interchange:** averaged 173 cars daily, 19 of which were for the Norfolk Southern. The total-offered decreased while the NS-offered increased from the prior week.

**On-time performance, passenger trains through Brunswick, MD:** 20% for 10 AMTRAK trains (Pittsburgh - Washington) and 93% for 100 MARC trains (West Virginia - Washington).

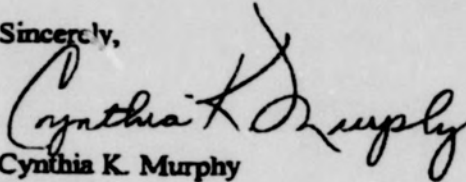
**Buffalo Customer Service (Hot Line):** the customer service center received no calls this week. Customers have not used this line for the past 61 weeks.

Last week CSXT met the goal for 5 of the 18 key second quarter service measurements. Goals were met for cars-on-line, slow order miles, RCRT, hours of locomotive delay and local originations.

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

This will be the final transmission of these operational monitoring reports that were required as a condition of the Conrail acquisition in 1999. The Surface Transportation Board has agreed to the requests of CSX Transportation and Norfolk Southern that these reports be discontinued since operating conditions on both roads have reached levels that make these reports unnecessary. The AAR website ([www.railroadpm.org](http://www.railroadpm.org)) and CSX website ([www.csx.com](http://www.csx.com)) will continue to be updated with Cars On Line, Velocity, Terminal Dwell, and Bill of Lading Timeliness statistics.

Sincerely,



Cynthia K. Murphy  
Secretary  
CSXT Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending:

06/28/02

#### Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	231	365	470	315	464
	Cars On Hand - Empty	264	378	488	609	538
	Cars On Hand - Total	495	743	958	924	1002
	Cars Handled	212	471	637	628	613
	Dwell Hours	32.5	28.0	28.1	28.0	26.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	239	172	266	227	264
	Cars On Hand - Empty	187	212	512	330	299
	Cars On Hand - Total	426	384	778	557	563
	Cars Handled	181	238	554	413	434
	Dwell Hours	44.3	27.1	25.1	27.0	22.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	185	278	399	329	304
	Cars On Hand - Empty	212	150	221	209	191
	Cars On Hand - Total	397	428	620	538	495
	Cars Handled	193	245	275	314	398
	Dwell Hours	30.9	24.3	15.6	28.7	28.9

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

Overall terminal dwell time was 27.1 hours, up from 26.6 hours reported for last week.

**Surface Transportation Board  
Performance Measures**

**Train Originations**

(Composite of NS/CSX Traffic)

Location	Measure	Monday 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02
North Jersey SAA	Number of Originations	5	6	7	8	6
	% Ontime	80%	50%	43%	50%	50%
	% Late 0-2 Hours	20%	33%	57%	13%	50%
	% Late 2-4 Hours	0%	17%	0%	25%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	13%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	100%	67%	100%	100%
	% Late 0-2 Hours	0%	0%	33%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	100%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	43%	75%	63%	50%	62%
	% Late 0-2 Hours	43%	13%	25%	25%	25%
	% Late 2-4 Hours	0%	13%	13%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 hours	14%	0%	0%	25%	13%

**CSX Comments:** Total road train delays were 39 trains. Crew delays were 15 trains for 86 hours; 3 trains were delayed 18 hours for power; 21 originating trains were held for a total of 115 hours, due to late arrivals.

**Surface Transportation Board  
Performance Measures**

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	06/24/02	06/25/02	06/26/02	06/27/02	06/28/02	Average
Cars Offered	NS	0	60	0	0	35	19
	All Other	251	123	96	195	105	154
	Total	251	183	96	195	140	173

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

**CSXT On Time Passenger Train Performance**

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	06/24/02	06/25/02	06/26/02	06/27/02	06/28/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	50%	50%	0%	20%
MARC	Trains	20	20	20	20	20	100
	% On Time	90%	85%	100%	100%	90%	93%

AMTK measured according to contract with CSXT



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

Terminal	Causes of Delay Trains / Hours	Saturday 06/22/02	Sunday 06/23/02	Monday 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02	Weekly Total
Baltimore	Train Crew Starts	14	12	12	13	16	16	15	98
	Crews Delayed +2 Hours	6	1	9	5	10	4	6	41
	% Delayed +2 Hours	43%	8%	75%	38%	63%	25%	40%	42%
Buffalo	Train Crew Starts	49	37	39	47	46	48	54	320
	Crews Delayed +2 Hours	6	4	0	6	6	4	5	31
	% Delayed +2 Hours	12%	11%	0%	13%	13%	8%	9%	10%
Chicago	Train Crew Starts	29	28	29	30	30	32	28	206
	Crews Delayed +2 Hours	10	9	17	8	11	13	9	77
	% Delayed +2 Hours	34%	32%	59%	27%	37%	41%	32%	37%
Cincinnati	Train Crew Starts	36	34	35	34	39	38	31	247
	Crews Delayed +2 Hours	4	11	2	3	2	4	3	29
	% Delayed +2 Hours	11%	32%	6%	9%	5%	11%	10%	12%
Cleveland	Train Crew Starts	24	22	20	23	21	23	23	156
	Crews Delayed +2 Hours	6	4	6	1	5	2	5	29
	% Delayed +2 Hours	25%	18%	30%	4%	24%	9%	22%	19%
Cumberland	Train Crew Starts	34	29	29	30	30	29	36	217
	Crews Delayed +2 Hours	1	4	2	4	5	4	0	20
	% Delayed +2 Hours	3%	14%	7%	13%	17%	14%	0%	9%
Detroit	Train Crew Starts	5	4	3	8	5	4	6	35
	Crews Delayed +2 Hours	0	0	0	1	1	0	0	2
	% Delayed +2 Hours	0%	0%	0%	13%	20%	0%	0%	6%
Philadelphia	Train Crew Starts	11	9	6	8	11	11	11	67
	Crews Delayed +2 Hours	1	0	0	1	0	2	0	4
	% Delayed +2 Hours	9%	0%	0%	13%	0%	18%	0%	6%
Selkirk	Train Crew Starts	45	46	33	43	52	51	53	323
	Crews Delayed +2 Hours	13	18	7	9	8	13	4	72
	% Delayed +2 Hours	29%	39%	21%	21%	15%	25%	8%	22%
Toledo	Train Crew Starts	34	34	28	29	32	32	31	220
	Crews Delayed +2 Hours	13	5	6	3	4	6	9	46
	% Delayed +2 Hours	38%	15%	21%	10%	13%	19%	29%	21%
Willard	Train Crew Starts	40	41	43	43	38	49	52	306
	Crews Delayed +2 Hours	8	11	9	5	3	5	8	49
	% Delayed +2 Hours	20%	27%	21%	12%	8%	10%	15%	16%

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

**Surface Transportation Board  
Performance Measures**

**CSXT Train Delay - Northern Region Lines**

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	06/22/02	06/23/02	06/24/02	06/25/02	06/26/02	06/27/02	06/28/02	Total
Train Delay	Originating Train Starts	101	104	117	94	107	122	114	749
	Delayed Hours - Power	10	0	1	1	3	10	6	31
	Delayed Hours - Crews	14	18	25	14	1	11	5	88

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	06/22/02	06/23/02	06/24/02	06/25/02	06/26/02	06/27/02	06/28/02	Average
Crew Availability		77%	77%	79%	80%	82%	82%	79%	79%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	06/22/02	06/23/02	06/24/02	06/25/02	06/26/02	06/27/02	06/28/02	Total
Crews/Recrews	Train Crew Starts	255	232	241	258	275	282	273	1816
	Recrews	6	5	7	9	8	6	8	49
	% Recrewed	2%	2%	3%	3%	3%	2%	3%	3%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	06/22/02	06/23/02	06/24/02	06/25/02	06/26/02	06/27/02	06/28/02	Average
Locomotives	Gross Fleet Size	3770	3800	3824	3794	3813	3777	3828	3801
	Avg. Number Available	3420	3419	3454	3446	3450	3442	3490	3446
	OOS Ratio	5.0	5.2	5.2	5.5	5.6	5.8	5.4	5.4

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	06/22/02	06/23/02	06/24/02	06/25/02	06/26/02	06/27/02	06/28/02	Average
Train Delay	Philadelphia/South Jersey	3	1	1	2	2	2	1	2
	North Jersey	1	3	3	0	4	2	5	3
	Detroit	1	0	1	1	3	1	2	1

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



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

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

**Writer's Direct Dial Number**

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

July 3, 2002

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 June 28, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

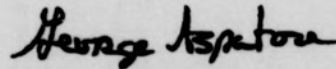
Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. In an effort to provide you with more detailed information regarding delays, I have included two schedules supporting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



Mr. Melvin F. Clemens, Jr.  
July 3, 2002  
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





Norfolk Southern Corporation  
Three Commercial Place  
Norfolk, Virginia 23510-2191

Tony L. Ingram  
Vice President  
Transportation Operations  
Telephone: 757 629-2606  
FAX: 757 629-2344

July 3, 2002

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

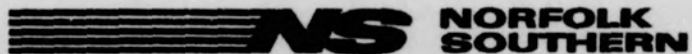
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 66 trains were held for terminal delays, 64 trains were held for crews, and 26 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and increased at North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power increased from last week. Fifteen trains were delayed 86 hours for lack of crews and three trains were delayed 18 hours awaiting power. Twenty-one originating trains were delayed a total of 115 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 58% of the delay hours reported in the SAAs.

Sincerely,

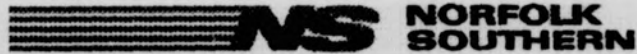
A handwritten signature in black ink, appearing to read "Tony L. Ingram", followed by a horizontal line.



For the week ending 6/28/02

**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	6/24/2002	850	212	185	397	193	30.9
	6/25/2002	850	150	278	428	245	24.3
	6/26/2002	850	221	399	620	275	15.6
	6/27/2002	850	209	329	538	314	28.7
	6/28/2002	850	191	304	495	398	28.9
<b>North Yard MI Average</b>		<b>850</b>	<b>197</b>	<b>299</b>	<b>496</b>	<b>285</b>	<b>25.8</b>
Oak Island NJ	6/24/2002	1200	264	231	495	212	32.5
	6/25/2002	1200	378	365	743	471	28.0
	6/26/2002	1200	488	470	958	637	28.1
	6/27/2002	1200	609	315	924	628	28.0
	6/28/2002	1200	538	464	1002	613	26.2
<b>Oak Island NJ Average</b>		<b>1200</b>	<b>455</b>	<b>369</b>	<b>824</b>	<b>512</b>	<b>27.9</b>
Pavonia NJ	6/24/2002	900	187	239	426	181	44.3
	6/25/2002	900	212	172	384	238	27.1
	6/26/2002	900	512	266	778	554	25.1
	6/27/2002	900	330	227	557	413	27.0
	6/28/2002	900	299	264	563	434	22.2
<b>Pavonia Average</b>		<b>900</b>	<b>308</b>	<b>234</b>	<b>542</b>	<b>364</b>	<b>27.0</b>

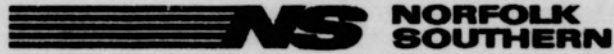


**NORFOLK  
SOUTHERN**

For the week ending 6/28/02

**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	24-Jun	7	43%	43%	0%	0%	14%
	25-Jun	8	75%	13%	13%	0%	0%
	26-Jun	8	63%	25%	13%	0%	0%
	27-Jun	8	50%	25%	0%	0%	25%
	28-Jun	8	63%	25%	0%	0%	13%
<b>Detroit Total</b>		<b>39</b>	<b>59%</b>	<b>26%</b>	<b>5%</b>	<b>0%</b>	<b>10%</b>
North Jersey Total	24-Jun	5	80%	20%	0%	0%	0%
	25-Jun	6	50%	33%	17%	0%	0%
	26-Jun	7	43%	57%	0%	0%	0%
	27-Jun	8	50%	13%	25%	0%	13%
	28-Jun	6	50%	50%	0%	0%	0%
<b>North Jersey Total</b>		<b>32</b>	<b>53%</b>	<b>34%</b>	<b>9%</b>	<b>0%</b>	<b>3%</b>
South Jersey Total	24-Jun	1	0%	0%	0%	0%	100%
	25-Jun	3	100%	0%	0%	0%	0%
	26-Jun	3	67%	33%	0%	0%	0%
	27-Jun	3	100%	0%	0%	0%	0%
	28-Jun	3	100%	0%	0%	0%	0%
<b>South Jersey Total</b>		<b>13</b>	<b>85%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>8%</b>
<b>Grand Total</b>		<b>84</b>	<b>61%</b>	<b>26%</b>	<b>6%</b>	<b>0%</b>	<b>7%</b>



For the week ending 6/28/02

Shared Asset Area Trains Held

area	Sat 22-Jun	Sun 23-Jun	Mon 24-Jun	Tue 25-Jun	Wed 26-Jun	Thu 27-Jun	Fri 28-Jun	Grand Total
North Jersey	1	3	3	0	4	2	5	18
South Jersey	3	1	1	2	2	2	1	12
Detroit	1	0	1	1	3	1	2	9

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



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

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	9	87	0	0	131	227
<b>Total</b>	<b>9</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>227</b>

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

**NS Northern Region Train Starts and Delays**

	Saturday 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	Grand Total
# of Train Starts	161	141	161	178	181	173	171	1166
<b>Delay Cause</b>								
Crew Delays (hrs)	35.2	30.0	18.9	5.7	27.9	10.3	20.5	148.5
Power Delays (hrs)	124.5	3.8	27.3	25.5	32.3	47.8	78.3	339.3

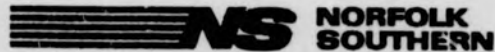
The delay numbers are expressed in hours

**Locomotive Fleet Statistics**

	Saturday 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	average
Fleet Size	3205	3210	3183	3195	3154	3160	3176	3183
available	3015	3000	2985	2969	2931	2955	2977	2976
out of service %	5.9%	6.5%	6.2%	7.1%	7.1%	6.5%	6.3%	6.5%

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





### NS Crew Starts and Delays

		Saturday 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	total
Allentown	crew starts	13	14	19	16	17	18	18	115
	crews delayed	4	1	4	2	6	2	4	23
Bellevue	crew starts	42	47	37	50	46	49	41	312
	crews delayed	9	15	10	19	12	12	12	89
Buffalo	crew starts	22	22	25	26	25	25	25	170
	crews delayed	2	2	3	3	1	2	6	19
Chicago	crew starts	36	36	34	33	35	34	35	243
	crews delayed	15	25	20	17	24	23	20	144
Cincinnati	crew starts	35	37	25	33	32	32	38	232
	crews delayed	10	8	5	6	5	5	10	49
Cleveland	crew starts	11	9	8	10	8	13	7	66
	crews delayed	3	3	5	4	4	4	3	26
Conway	crew starts	50	55	44	53	55	57	53	367
	crews delayed	8	8	12	12	10	12	11	73
Detroit	crew starts	17	12	15	23	20	15	21	123
	crews delayed	5	3	5	2	2	3	8	28
Elkhart	crew starts	43	34	43	47	38	40	46	291
	crews delayed	23	14	15	23	15	19	24	133
Harrisburg	crew starts	57	48	44	61	58	58	54	380
	crews delayed	19	8	12	15	23	20	18	115
Toledo	crew starts	59	51	53	66	61	63	63	416
	crews delayed	16	17	11	12	25	19	24	124

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	average
availability%	73%	72%	73%	75%	76%	77%	74%	74%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	total
crew starts	342	310	306	342	354	348	346	2348
recrews	14	5	7	9	10	14	13	72

**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

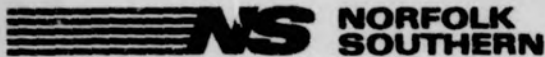
FD-33388

7-2-02

D

206369

206369



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



Bruno Maestri  
Vice President  
Public Affairs

July 1, 2002

The Honorable Linda J. Morgan  
Chairman  
Surface Transportation Board  
1925 K. Street, N.W., Suite 820  
Washington D.C. 20423-0001

RECEIVED  
SURFACE TRANSPORTATION  
BOARD  
2002 JUL - 2 A 10: 20  
OFFICE OF  
CHAIRMAN MORGAN

**Re: Finance Docket No. 33388, Altoona and Blair County Quarterly Report**

Dear Chairman Morgan :

I am pleased to submit to the Board Norfolk Southern's initial quarterly report, as required by Decision No. 198 (served September 19, 2001) in Finance Docket No. 33388, describing Norfolk Southern's efforts to develop insourcing business for the Juniata Locomotive Shop and to work with the Altoona and Blair County area on alternative economic development projects.

The enclosed initial quarterly report describes various rail and industrial facilities in the area, the insourcing efforts at Juniata, and the current state of alternative economic development projects in the Altoona and Blair County area. We will begin our reporting with events taking place beginning in the second quarter of 2002. Subsequent reports will build on the information provided.

Very truly yours

*Bruno Maestri*  
Bruno Maestri

ENTERED  
Office of Proceedings

JUL 02 2002

Part of  
Public Record

Encl.

cc: (w/encl.) Vice Chairman Wayne O. Burkes  
The Hon. Arlen Specter  
Scott N. Stone, Esq.  
Richard S. Edelman, Esq.

**Initial Quarterly Report of Norfolk Southern Railway Company Regarding Altoona and Blair County Area , F.D. No. 33388, CSX Corp., et al., Norfolk Southern Corp., et al., - Control and Operating Leases/Agreements - Conrail Inc., et al. (as of July 1, 2002)**

Norfolk Southern Railway Company ("NS") submits this quarterly report pursuant to Decision No. 198 (served September 19, 2001) in Finance Docket No. 33388. This report describes NS' efforts since the beginning of the second quarter 2002 to attract insourcing business to the Juniata Locomotive Shop and its efforts to work with the Altoona and Blair County area on alternative economic development projects. In subsequent reports, updates from prior reports will appear in **Bold**. This report begins with a description of the major industrial facilities in the Altoona/Blair County area that can be served by NS.

We note that NS' efforts to secure insourcing projects for JLS and to develop commercial relationships with regard to other facilities in the Altoona and Blair County Area are ongoing and often involve commercially sensitive negotiations. Accordingly, in some cases, NS will not present a detailed discussion of particular initiatives in this report in order to protect NS' competitive and commercial efforts. In some cases, particular initiatives of significant competitive and commercial import will not be discussed at all until such time as agreements are reached.

**Facilities in the Altoona/Blair County Area**

The following are major industrial facilities in the Altoona/Blair County area that can be served by NS or by shortline railroads connected to NS:

Ardie J. Dillion Industrial Park is an industrial park located in the Interstate 99 Enterprise Zone.<sup>1</sup> It is located on Interstate 99 approximately half way between Tyrone and Altoona, and is adjacent to NS lines. Seven industries are located in the industrial park.

Juniata Locomotive Shop ("JLS") is one of NS' two current facilities for major locomotive repair, overhaul and heavy maintenance. (The other such facility is located in Roanoke, Virginia.) JLS also provides running repairs to NS' fleet of locomotives, as do other facilities on the NS system. The facility, which dates from 1890, has a total of 28 buildings. The on-site power plant, through its three coal-fired boilers and two turbine-generators, provides power to the facility. The E & M Shop houses the main overhaul facilities (current overhaul capacity estimated to be 340 units per year), the wheel shop, the traction motor shop and other dedicated facilities. The dedicated paint building has two paint booths currently operating. NS stores and performs maintenance on its 21 car fleet of business cars and 9 research and test cars

---

<sup>1</sup> Companies that locate within an "Enterprise Zone" are eligible for low-interest loans, corporate income tax credits, job training assistance, and grants.

in another building. The facility serves as the part distribution center for the entire NS locomotive running repair system.

The JLS facilities were last completely renovated in the early 1980s, but partial renovations and modernizations have continued since that time. For example, a new power assembly line was installed in May 2002. Several portions of the shops were rehabilitated in 2000 and 2001, including the EMD overhaul line, the truck shop, the wheel shop, the motor shop and the power assembly cleaning area. Additional modernizations and rehabilitations will be performed as capital becomes available and when the work is justified.

Hollidaysburg Car Shop ("HCS"), one of several railroad car repair facilities on the NS system, is scheduled to close July 21, 2002. The facility, first operational in 1955, consists of over three-quarters of a million square feet of enclosed shop and car production space sitting on over 360 acres of land. The building housing the Shops is over one-half mile long and at points it is nearly 330 feet wide. The building contains four main tracks over 3,000 feet long, 12 overhead cranes, and three paint and blast facilities. Up to 3,500 rail cars can be stored at the Shops at any one time. There are over 65 miles of rail tracks in the main building and elsewhere throughout the property. The facility is located in a Keystone Opportunity Zone.<sup>2</sup>

Northern Altoona KOZ Site is a warehousing/distribution/manufacturing heavy industrial site that is located close to Interstate 99. The facility is located in a Keystone Opportunity Zone and along the Interstate 99 Enterprise Zone. NS rail service is available to the site. There are no occupants of this site as of June 2002.

Robert C. Jubelier Business Park is a distribution/logistics facility. Located along Interstate 99 at Business Route 220, the facility is located in a Keystone Opportunity Zone and along the Interstate 99 Enterprise Zone. As of June 2002, one trucking company is located at the facility. The park is served by the Nittany & Bald Eagle Railroad, a shortline connected to NS.

Rose Yard is a NS rail yard that borders on JLS.

South Altoona Business Park is an in-town industrial park facility located in an Enterprise Zone. Nine companies are located in the facility. NS rail service is available to the site.

Walter Business Park is a distribution business park with access to the Everett Railroad, a shortline connected to NS.

William W. Ward Business Park is an industrial/business park located south of Altoona and west of Interstate 99. Eight companies are located in the facility. NS rail service is available to the site.

---

<sup>2</sup> A business located in an "Opportunity Zone" is eligible for an extended period of state and local tax relief.



### JLS Insourcing and Altoona/Blair County Economic Development

The following are the major insourcing projects undertaken or planned at JLS and other NS efforts regarding alternative economic development in the Altoona/Blair County area commencing with the second quarter of 2002 :

- A JLS locomotive overhaul insourcing project for CSX, covering a total of 195 units at the rate of approximately eight overhauls per month, has just been completed during the second quarter, 2002.
- On October 25, 2001, NS' Thoroughbred Mechanical Services ("TMS") finalized a contract for a JLS locomotive remanufacturing insourcing project for First Union, covering approximately two units per month, which began in November 2000 and is scheduled to be completed in April 2004.
- NS has had discussions with the Altoona Blair County Development Corporation ("ABCD Corp.") for several years regarding ABCD Corp.'s interest in acquiring NS' Rose Yard for industrial development. NS has advised ABCD Corp. that NS does not wish to sell the property at present but is aware of ABCD Corp.'s continuing interest in it.
- ABCD Corp. is currently pursuing a \$100,000 grant from the US Department of Commerce Economic Development Administration for the purpose developing a regional marketing study for Blair County and the Interstate 99 corridor. The study will include investigation of highest and best use of the HCS in addition to a targeted marketing effort for the Interstate 99 corridor. Norfolk Southern provided ABCD Corp. a grant of \$50,000 in last year to assist with the fifty-percent local match requirement for the EDA funds.
- During May 2002, an industry contacted NS about leasing a portion of HCS. The NS mechanical, industrial development and other departments are proceeding to explore issues related to the proposed lease arrangement.
- On June 6, 2002, the Director of NS Industrial Development issued to six national real estate brokers a request for proposals to become the exclusive listing agent to represent the HCS property. It is anticipated that these proposals will be evaluated in July with selection of a broker in August.
- On June 18, 2002, the President of NS Development and Director of NS Industrial Development met with officials of ABCD Corp. to discuss progress in the marketing of the HCS facility. ABDC Corp. has discussed the development of a local task force to aid in that effort, and NS has agreed to participate.

- On June 18, 2001, the President of NS Development and Director of NS Industrial Development met with officials of a local trucking company to explore the possible development of a rail to truck transfer facility.
- On June 21, 2002, NS' Thoroughbred Mechanical Services group announced that it had reached an agreement with General Motors (EMD) to modify, over a period of two years, 46 General Motors EMD locomotives that are in service for the Long Island Railroad.
- On June 24 and 25, 2002, Director of NS Industrial Development conducted a site tour of HCS for two real estate brokers responding to NS' request for proposals to become the exclusive listing agent.

STB

FD-33388

6-27-02

D

205731

Title This Jacket

STB FD-33388 6-27-02 D

ID-205731

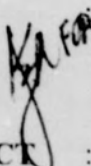
SURFACE TRANSPORTATION BOARD

# Memorandum

205 731

DATE: June 27, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

**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 three paper copies, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong





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

T. J. Stephenson  
Assistant Vice President -  
Service Measurements

June 26, 2002

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

OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

2002 JUN 26 P 2:25

RECEIVED  
SURFACE TRANSPORTATION  
BOARD

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, June 21st. Cars on-line improved from 230,981 to 229,966 cars. Train velocity remained flat at 22.3 miles-per-hour, and terminal dwell improved slightly from 27.8 to 27.6 hours.

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

**Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved favorably 12 percentage points to 62%. The percent of trains greater than 6 hours late moved favorably 10 percentage points to 12%.

**Yards and Terminals**

Eight of the 14 measured yards showed an improvement from the prior week. Volumes remained within expected levels across the network.

**Corridor Performance**

Of the six measured corridors, five showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the New Orleans to Carolinas corridor with 89%. Overall, the on-time-to-two-hours-late category was 80%, moving favorably ten percentage points from last week. The greater-than-six-hours-late category was 9%, the same as the previous week.

**Shared Areas**

Daily average on hand cars increased at North Yard and Pavonia, and decreased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.6 hours, up from 25.4 hours the prior week.

**Additional Measurements**

**Train Delay Metric:** For 737 train starts, the total weekly train delay was 78 hours for crew and 37 hours for power.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 18.1% for the week, improved from 20.0% the prior week.

**Daily Crew Availability Percentage:** Crew Availability Percentage was 80%, the same as the prior week.

**Daily Number of Recrews Required:** Of 1784 crew starts, 80 (4%) were recrews, up from 3% the previous week.

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

**Locomotives:** Gross Locomotives = 3779, Average Available = 3399, and Out-of-Service Ratio = 5.2%, improved from 5.4% for the previous week.

**Cars Offered in Interchange:** averaged 258 cars daily, 5 of which were for the Norfolk Southern. The total-offered and the NS-offered decreased from the prior week.

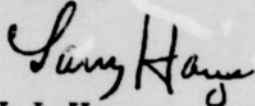
**On-time performance, passenger trains through Brunswick, MD:** 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 96% for 100 MARC trains (West Virginia - Washington).

**Buffalo Customer Service (Hot Line):** the customer service center received no calls this week. Customers have not used this line for the past 60 weeks.

Last week CSXT met the goal for 6 of the 18 key second quarter service measurements. Goals were met for FRA-reportable injuries, FRA-reportable derailments, cars on line, slow order miles, local originations, and hours of locomotive delay.

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

Sincerely,



L. L. Hayes  
Director  
CSXT Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending:

06/21/02

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/17/02	06/18/02	06/19/02	06/20/02	06/21/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	249	312	449	336	356
	Cars On Hand - Empty	311	421	467	438	437
	Cars On Hand - Total	560	733	916	774	793
	Cars Handled	431	456	641	623	603
	Dwell Hours	23.8	24.1	23.4	21.8	23.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	284	250	259	178	270
	Cars On Hand - Empty	253	325	336	417	396
	Cars On Hand - Total	537	575	595	595	666
	Cars Handled	304	522	370	498	647
	Dwell Hours	51.0	22.3	25.3	23.7	22.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	278	272	277	291	294
	Cars On Hand - Empty	213	161	210	170	167
	Cars On Hand - Total	491	433	487	461	461
	Cars Handled	298	188	251	269	249
	Dwell Hours	41.5	23.4	44.1	35.5	20.0

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

Overall terminal dwell time was 26.6 hours, up from 25.4 hours reported for last week.

## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/17/02	06/18/02	06/19/02	06/20/02	06/21/02
North Jersey SAA	Number of Originations	7	7	7	7	8
	% Ontime	71%	71%	29%	86%	75%
	% Late 0-2 Hours	29%	0%	57%	0%	13%
	% Late 2-4 Hours	0%	29%	0%	14%	0%
	% Late 4-6 Hours	0%	0%	14%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	13%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	67%	100%	67%
	% Late 0-2 Hours	0%	0%	0%	0%	33%
	% Late 2-4 Hours	0%	0%	33%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	57%	38%	50%	75%	38%
	% Late 0-2 Hours	29%	63%	13%	13%	38%
	% Late 2-4 Hours	0%	0%	25%	13%	0%
	% Late 4-6 Hours	14%	0%	0%	0%	0%
	% Late GT 6 hours	0%	0%	13%	0%	25%

**CSX Comments:** Total road train delays were 46 trains. Crew delays were 12 trains for 54 hours; 6 trains were delayed 31 hours for power; 28 originating trains were held for a total of 124 hours, due to late arrivals.



## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Daily Average
Cars Offered	NS	0	0	25	0	0	5
	All Other	373	265	291	96	239	253
	Total	373	265	316	96	239	258

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

Service	Measure	Monday 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	100%	50%	50%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	80%	100%	100%	96%

A. K. measured according to contract with CSXT.

## Surface Transportation Board

### Performance Measures

#### CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	06/15/02	06/16/02	06/17/02	06/18/02	06/19/02	06/20/02	06/21/02	Total
Baltimore	Train Crew Starts	16	11	13	17	12	16	14	99
	Crews Delayed +2 Hours	2	0	4	5	4	5	3	23
	% Delayed +2 Hours	13%	0%	31%	29%	33%	31%	21%	23%
Buffalo	Train Crew Starts	41	43	36	45	41	44	54	304
	Crews Delayed +2 Hours	5	3	5	2	3	8	5	31
	% Delayed +2 Hours	12%	7%	14%	4%	7%	18%	9%	10%
Chicago	Train Crew Starts	30	32	29	29	32	34	28	214
	Crews Delayed +2 Hours	10	12	5	10	9	12	12	70
	% Delayed +2 Hours	33%	38%	17%	34%	28%	35%	43%	33%
Cincinnati	Train Crew Starts	36	35	40	37	37	34	33	252
	Crews Delayed +2 Hours	3	4	5	0	3	2	5	22
	% Delayed +2 Hours	8%	11%	13%	0%	8%	6%	15%	9%
Cleveland	Train Crew Starts	23	23	19	19	21	24	22	151
	Crews Delayed +2 Hours	5	5	3	2	2	5	3	25
	% Delayed +2 Hours	22%	22%	16%	11%	10%	21%	14%	17%
Cumberland	Train Crew Starts	30	33	30	34	28	29	33	217
	Crews Delayed +2 Hours	2	3	0	0	1	5	3	14
	% Delayed +2 Hours	7%	9%	0%	0%	4%	17%	9%	6%
Detroit	Train Crew Starts	7	2	4	4	5	6	5	33
	Crews Delayed +2 Hours	0	0	0	0	0	0	0	0
	% Delayed +2 Hours	0%	0%	0%	0%	0%	0%	0%	0%
Philadelphia	Train Crew Starts	8	10	8	10	13	8	10	67
	Crews Delayed +2 Hours	0	0	0	1	0	0	1	2
	% Delayed +2 Hours	0%	0%	0%	10%	0%	0%	10%	3%
Selkirk	Train Crew Starts	40	49	31	44	47	51	51	313
	Crews Delayed +2 Hours	10	19	7	6	9	9	13	73
	% Delayed +2 Hours	25%	39%	23%	14%	19%	18%	25%	23%
Toledo	Train Crew Starts	31	29	31	25	26	32	31	205
	Crews Delayed +2 Hours	4	3	4	1	1	7	4	24
	% Delayed +2 Hours	13%	10%	13%	4%	4%	22%	13%	12%
Willard	Train Crew Starts	45	46	40	50	36	39	44	300
	Crews Delayed +2 Hours	11	13	12	10	5	13	10	74
	% Delayed +2 Hours	24%	28%	30%	20%	14%	33%	23%	25%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	06/15/02	06/16/02	06/17/02	06/18/02	06/19/02	06/20/02	06/21/02	Total
Train Delay	Originating Train Starts	102	111	94	99	98	107	126	737
	Delayed Hours - Power	0	8	3	2	16	8	0	37
	Delayed Hours - Crews	0	38	25	10	0	5	0	78

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	06/15/02	06/16/02	06/17/02	06/18/02	06/19/02	06/20/02	06/21/02	Average
Crew Availability		79%	79%	80%	81%	83%	81%	80%	80%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	06/15/02	06/16/02	06/17/02	06/18/02	06/19/02	06/20/02	06/21/02	Total
Crews/Recrews	Train Crew Starts	256	250	229	251	254	272	272	1784
	Recrews	20	9	11	6	10	14	10	80
	% Recrewed	8%	4%	5%	2%	4%	5%	4%	4%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	06/15/02	06/16/02	06/17/02	06/18/02	06/19/02	06/20/02	06/21/02	Average
Locomotives	Gross Fleet Size	3788	3829	3743	3750	3770	3778	3794	3779
	Avg. Number Available	3400	3389	3363	3379	3392	3439	3430	3399
	OOS Ratio	5.4	5.1	5.5	5.0	5.3	5.0	5.1	5.2

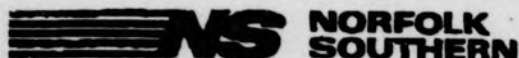
The measure for Gross Fleet will consist of CSX owned, leased, and foreign locomotives on-line. The Average Number Available will be the number of net fleet available to move traffic. The Out-of-Service Ratio (OOS) is the ratio of CSXT owned locomotives not available.

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	06/15/02	06/16/02	06/17/02	06/18/02	06/19/02	06/20/02	06/21/02	Average
Train Delay	Philadelphia - South Jersey	1	1	2	1	1	0	5	2
	North Jersey	4	2	7	2	4	2	2	3
	Detroit	0	2	3	2	2	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.





Norfolk Southern Corporation  
Law Department  
Three Commercial Place  
Norfolk, Virginia 23510-9242

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

—  
Writer's Direct Dial Number

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

June 26, 2002

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 June 21, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

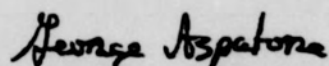
Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. In an effort to provide you with more detailed information regarding delays, I have included two schedules supporting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



Mr. Melvin F. Clemens, Jr.  
June 26, 2002  
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



Norfolk Southern Corporation  
Three Commercial Place  
Norfolk, Virginia 23510-2191

Tony L. Ingram  
Vice President  
Transportation Operations  
Telephone: 757 629-2606  
FAX: 757 629-2344

June 26, 2002

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

Dear Mr. Clemens:

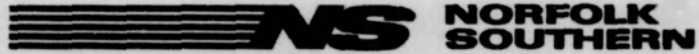
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 37 trains were held for terminal delays, 51 trains were held for crews, and 23 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume decreased at Oak Island and increased at North Yard and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased from the prior week. Twelve trains were delayed 54 hours for lack of crews and 6 trains were delayed 31 hours awaiting power. Twenty-eight originating trains were delayed a total of 124 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 52% of the delay hours reported in the SAAs.

Sincerely,

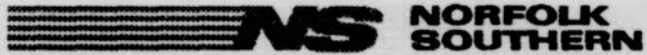
A handwritten signature in cursive script, appearing to read "Tony L. Ingram", followed by a horizontal line.



For the week ending 6/21/02

**Shared Asset Area - Yard Performance**

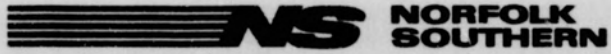
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	6/17/2002	850	213	278	491	298	41.5
	6/18/2002	850	161	272	433	188	23.4
	6/19/2002	850	210	277	487	251	44.1
	6/20/2002	850	170	291	461	269	35.5
	6/21/2002	850	167	294	461	249	20.0
<b>North Yard MI Average</b>		<b>850</b>	<b>184</b>	<b>282</b>	<b>467</b>	<b>251</b>	<b>33.7</b>
Oak Island NJ	6/17/2002	1200	311	249	560	431	23.8
	6/18/2002	1200	421	312	733	456	24.1
	6/19/2002	1200	467	449	916	641	23.4
	6/20/2002	1200	438	336	774	623	21.8
	6/21/2002	1200	437	356	793	603	23.3
<b>Oak Island NJ Average</b>		<b>1200</b>	<b>415</b>	<b>340</b>	<b>755</b>	<b>551</b>	<b>23.2</b>
Pavonia NJ	6/17/2002	900	253	284	537	304	51.0
	6/18/2002	900	325	250	575	522	22.3
	6/19/2002	900	336	259	595	370	25.3
	6/20/2002	900	417	178	595	498	23.7
	6/21/2002	900	396	270	666	647	22.4
<b>Pavonia Average</b>		<b>900</b>	<b>345</b>	<b>248</b>	<b>594</b>	<b>468</b>	<b>26.8</b>



For the week ending 6/21/02

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	17-Jun	7	57%	29%	0%	14%	0%
	18-Jun	8	38%	63%	0%	0%	0%
	19-Jun	8	50%	13%	25%	0%	13%
	20-Jun	8	75%	13%	13%	0%	0%
	21-Jun	8	38%	38%	0%	0%	25%
<b>Detroit Total</b>		<b>39</b>	<b>51%</b>	<b>31%</b>	<b>8%</b>	<b>3%</b>	<b>8%</b>
North Jersey Total	17-Jun	7	71%	29%	0%	0%	0%
	18-Jun	7	71%	0%	29%	0%	0%
	19-Jun	7	29%	57%	0%	14%	0%
	20-Jun	7	86%	0%	14%	0%	0%
	21-Jun	8	75%	13%	0%	0%	13%
<b>North Jersey Total</b>		<b>36</b>	<b>67%</b>	<b>19%</b>	<b>8%</b>	<b>3%</b>	<b>3%</b>
South Jersey Total	17-Jun	1	100%	0%	0%	0%	0%
	18-Jun	3	100%	0%	0%	0%	0%
	19-Jun	3	67%	0%	33%	0%	0%
	20-Jun	3	100%	0%	0%	0%	0%
	21-Jun	3	67%	33%	0%	0%	0%
<b>South Jersey Total</b>		<b>13</b>	<b>85%</b>	<b>8%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>
<b>Grand Total</b>		<b>88</b>	<b>63%</b>	<b>23%</b>	<b>8%</b>	<b>2%</b>	<b>5%</b>



For the week ending 6/21/02

Shared Asset Area Trains Held

area	Sat 15-Jun	Sun 16-Jun	Mon 17-Jun	Tue 18-Jun	Wed 19-Jun	Thu 20-Jun	Fri 21-Jun	Grand Total
North Jersey	4	2	7	2	4	2	2	23
South Jersey	1	1	2	1	1	0	5	11
Detroit	0	2	3	2	2	2	1	12

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
CX	0	0	40	0	0	40
other	3	0	0	132	0	135
<b>Total</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>132</b>	<b>0</b>	<b>175</b>

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

**NS Northern Region Train Starts and Delays**

	Saturday 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	Grand Total
# of Train Starts	163	158	161	173	179	177	174	1185
<b>Delay Cause</b>								
Crew Delays (hrs)	51.6	40.3	16.4	15.4	37.0	19.2	26.1	205.9
Power Delays (hrs)	8.5	95.3	93.4	37.3	47.0	43.0	71.8	396.2

The delay numbers are expressed in hours

**Locomotive Fleet Statistics**

	Saturday 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	average
<b>Fleet Size</b>	3258	3214	3215	3203	3185	3174	3195	3206
<b>available</b>	3038	2980	2979	2980	2965	2973	3006	2983
<b>out of service %</b>	6.8%	7.3%	7.3%	7.0%	6.9%	6.3%	5.9%	6.8%

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



### NS Crew Starts and Delays

		Saturday 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	total
Allentown	crew starts	13	15	16	19	19	17	18	117
	crews delayed	2	5	5	3	6	3	1	25
Bellevue	crew starts	49	47	42	47	44	43	44	316
	crews delayed	13	6	9	11	9	13	11	72
Buffalo	crew starts	24	20	25	26	27	28	26	176
	crews delayed	3	1	1	2	4	5	5	21
Chicago	crew starts	38	34	38	34	39	35	44	262
	crews delayed	24	21	17	18	19	16	24	139
Cincinnati	crew starts	30	33	29	34	35	34	33	228
	crews delayed	7	10	9	9	12	9	5	61
Cleveland	crew starts	12	10	10	7	9	7	11	66
	crews delayed	4	4	2	3	4	4	2	23
Conway	crew starts	49	50	43	48	56	54	54	354
	crews delayed	7	9	9	6	11	10	12	64
Detroit	crew starts	16	12	18	18	20	19	17	120
	crews delayed	5	1	5	8	2	6	6	33
Elkhart	crew starts	40	47	48	41	42	44	35	297
	crews delayed	13	19	18	17	17	13	11	108
Harrisburg	crew starts	58	47	50	47	65	59	61	399
	crews delayed	19	20	13	20	19	20	15	126
Toledo	crew starts	59	53	60	61	59	61	59	412
	crews delayed	13	12	19	9	12	19	17	101

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	average
availability%	73%	72%	75%	76%	75%	76%	75%	75%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	total
crew starts	341	323	327	339	371	360	351	2412
recrews	6	2	11	15	10	12	16	72

**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

6-24-02

D

205700

Title This Jacket

STB FD-33388 6-24-02 D

IO-205700

SURFACE TRANSPORTATION BOARD

# Memorandum

205700



DATE: June 24, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

**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, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong  
Charles Renninger

ENTERED  
Office of Proceedings

JUN 25 2002

Part of  
Public Record



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

Paul R. Hitchcock  
Assistant General Counsel

May 31, 2002

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

Dear Mr. Clemens:

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

The reports are presented in the following order:

Labor Implementing Agreements .....	Page 1
Labor Task Force .....	Page 1
Construction and Other Capital Projects Table .....	Pages 2-3
Infrastructure Maintenance and Expansion .....	Page 4
Additional Noteworthy Engineering Projects Table.....	Pages 5-8
Information Technology .....	Pages 9-12
Customer Service .....	Page 13
Training.....	Page 14

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

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

Very truly yours,

Paul R. Hitchcock

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

**CSX TRANSPORTATION, INC.**  
**STB OPERATIONAL MONITORING REPORT**  
**As of May 31, 2002**

**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
Infrastructure Maintenance and Expansion .....	Page 4
Additional Noteworthy Engineering Projects Table .....	Pages 5-8
Information Technology .....	Pages 9-12
Customer Service .....	Page 13
Training.....	Page 14

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

# STB OPERATIONAL MONITORING REPORT

As of May 31, 2002

## 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 May 31, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

# STB OPERATIONAL MONITORING REPORT

As of May 31, 2002

## 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 May 31, 2002**

## **Infrastructure Maintenance and Expansion Report**

Throughout 2001, CSX has continued committing resources toward the completion of key track capacity improvements over the entire system. The following Table lists those projects and summarizes their current status:

# STB OPERATIONAL MONITORING REPORT

As of May 31, 2002

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

Location	Project	Under Construction	Estimated Completion
1) Alexandria, VA	AF Interlocking reconstruction (VRE project)	Completed	10/29/01
2) Aliquippa, PA	Construct 2 industry support tracks	Completed	06/30/00
3) Baltimore, MD (Bay View YD)	Add crossover BA Tower	Completed	12/15/01
4) Blue Island (Chatham), IL	Construct Universal Crossover	N	09/30/02
5) Casky, KY	Construct new main track to create Ind. Lead	<b>Completed</b>	<b>05/15/02</b>
6) Chicago, IL	Barr SD - TCS - Phase II	Completed	06/01/01
7) Chicago, IL	Construct 59 <sup>th</sup> Street North Lead	Completed	06/30/00
8) Chicago, IL	Construct storage tracks & 3 <sup>rd</sup> Main at Barr Yard	Delayed	
9) Chicago, IL	TCS Blue Island SD to 75 <sup>th</sup> Street	Completed	03/31/01
10) Cincinnati, OH	Track Changes Hopple St. & Colerain Ave. Interlockings	N	12/31/02
11) Cleveland, OH	Construct mainline fueling facility at Collinwood Yard	Completed	08/30/00
12) Columbus, OH	Scioto Interlocking w/NS (ODOT project)	Completed	12/31/01
13) Coosa Pines, AL	Construct new 11,200' passing siding	Completed	08/29/00
14) Dearborn, MI	Construct new track connection with Shared Assets Co.	Completed	05/15/01
15) East Cleveland, OH	Noise berms, landscaping	Completed	06/30/00
16) East Fostoria, OH	Extend yard/connection lead	N	Deferred
17) Erie, PA	NS relocation project	Completed	12/31/01

# STB OPERATIONAL MONITORING REPORT

As of May 31, 2002

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

Location	Project	Under Construction	Estimated Completion
18) Erie, PA	Replace CSXT bridge decks over B&LE (CSXT work relating to NS relocation project)	Completed	8/1/01
19) Evansville, IN	Install new concrete universal crossovers	Completed	10/19/01
20) Fall River, MA	MBTA replacement of 4 undergrade bridges	Y	10/31/01
21) Feltonville, PA	Extend siding to 20,200'	Completed	8/9/01
22) Franklin, AL	Construct new 11,200' passing siding	Completed	09/15/00
23) Frederick, MD	MARC project	Completed	11/20/01
24) Ft. Lauderdale, FL	Construct 45 miles of 2 <sup>nd</sup> main for TriRail	N	Pending
25) Gallaway, TN	Build siding with 10,000' in clear	Completed	10/1/00
26) Garrett, IN	Construct Randolph St. underpass	Completed	08/30/00
27) Gibraltar, MI	Construct crossover between CSXT and CN	Completed	09/30/00
28) Greenwood, SC	Construct double-track to Salak	Completed	11/06/00
29) Halls, GA	Construct 2 mile siding	Completed	09/15/01
30) Hopkinsville, KY	Install turnouts/signals for new Ft. Campbell lead wye	Completed	10/15/01
31) Keystone, SC	(Sandpatch to Rockwood, PA)-Upgrade #10 crossovers to power #15's and TCS	Completed	10/29/01
32) Lacon to Holmes Gap, AL	Add 8 miles of 2 <sup>nd</sup> main MP 328-MMP336	Completed	6/15/01

# STB OPERATIONAL MONITORING REPORT

As of May 31, 2002

## ADDITIONAL NOTEWORTHY ENGINEERING PROJECTS TABLE

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

Location	Project	Under Construction	Estimated Completion
33) Lawrenceville, GA	Construct new siding and 5 track Palmer Yard	N	12/01/02
34) Lima, OH	Conrail connection track improvements	Completed	05/30/00
35) Little Ferry, New Jersey	Construct Bridge over Overpeck Creek	Y	12/31/02
36) Louisville, KY	Link Highway Track to Highland Park #2	Completed	06/15/00
37) Miami, FL	Phase IV Double Trk Project SX 1024.7-1031.6	Y	08/31/02
38) Martinsburg, Hobbs, Miller/Cherry Run, W Cumbo, WV	Eliminate manned interlockings, Phase I	Completed	12/31/01
39) McDaniel, TN	Siding extension to 10,000' clear	Completed	09/1/00
40) New Boston, MI	Parking lot expansion	Completed	06/30/00
41) New Boston, MI	Power Existing Sibley Rd & Eureka Rd Crossovers	N	12/31/02
42) Owassa, AL	Construct new 2 mile siding	N	05/31/02
43) Philadelphia, PA	Greenwich Yard Phase I rehabilitation	Completed	06/30/00
44) Philadelphia, PA	Greenwich Yard Phase II expansion	Completed	12/21/00
45) Pittsburgh to W.Pittsburgh PA	Upgrade the P&LE Branch	Y	09/30/02
46) Princeton, IN	Support Yard	N	09/02/02
47) Ridgefield Park, NJ	Construct second main track & signals M.P. 2-7	Y	12/01/02
48) Ridgefield to N. Bergan NJ	Construct second main track on the River Line	Y	12/31/02
49) Rupert-Mauk, GA	Construct 8 miles of second main track & signals	Completed	11/30/01



# STB OPERATIONAL MONITORING REPORT

As of May 31, 2002

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

Location	Project	Under Construction	Estimated Completion
50) Teaneck, NJ	Construct siding CP7-CP10	Completed	03/31/00
51) Tunnel Hill, GA	Construct Siding, W & A Sub	Completed	11/15/01
52) Union City, GA	Construct connection track	Completed	04/15/00
53) Union City-Tilford, GA	Clearance improvement project	Completed	03/15/00
54) W. Baltimore, MD	Convert #10 HTEL to Power #15	Completed	09/30/00
55) Wadley, AL	Extend passing siding to 10,000' clear	Completed	09/15/00
56) Youngstown, OH	Construct Ashtabula Connection for 140 car capacity	Completed	07/15/00
57) <i>Hamlet, NC</i>	<i>New Hump Process Controller &amp; Track profile improvement</i>	<i>Yes</i>	<i>09/30/02</i>
58) <i>Petersburg, VA</i>	<i>Track Changes to allow block swapping</i>	<i>No</i>	<i>12/31/02</i>
59) <i>Weaverton, MD to W Cumbo, WV</i>	<i>Capacity improvements for commuters</i>	<i>No</i>	<i>03/31/03</i>
60) <i>Carrol to St. Dinnis, MD</i>	<i>Capital Reliability Improvement-Preliminary Engineering only</i>	<i>No</i>	<i>09/30/02</i>
61) <i>Anacostia Jct. to Shepard Jct.</i>	<i>Capital Reliability Improvement-Preliminary Engineering only</i>	<i>No</i>	<i>09/30/02</i>
62) <i>Washington, DC</i>	<i>Capital Reliability improvement-Preliminary Engineering only</i>	<i>No</i>	<i>09/30/02</i>
63) <i>Dorsey Rd. to Savage, MD</i>	<i>Capital Reliability Improvement-Preliminary Engineering only</i>	<i>No</i>	<i>09/03/02</i>



# STB OPERATIONAL MONITORING REPORT

As of May 31, 2002

## 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 May 31, 2002

## INFORMATION TECHNOLOGY

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

# STB OPERATIONAL MONITORING REPORT

As of May 31, 2002

## INFORMATION TECHNOLOGY

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

# STB OPERATIONAL MONITORING REPORT

As of May 31, 2002

## INFORMATION TECHNOLOGY

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

# **STB OPERATIONAL MONITORING REPORT**

**As of May 31, 2001**

## **Customer Service Progress Report**

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

### **Personnel**

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

### **Customer Familiarization**

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

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



# **STB OPERATIONAL MONITORING REPORT**

**As of May 31, 2002**

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

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

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

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

The last cutover completed the training initiatives for this project.



Norfolk Southern Corporation  
Law Department  
Three Commercial Place  
Norfolk, Virginia 23510-9242

George A. Aspatore  
General Solicitor

RECEIVED  
JUN 18 2002  
MANAGEMENT

Writer's Direct Dial Number

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

June 7, 2002

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 May 31, 2002. NS continues to make progress on the projects targeted for completion in 2002 that are listed in the Construction and Other Capital Projects section of the Report.

Please let me know if you need any further information.

Sincerely,

*George Aspatore*  
George A. Aspatore

Enclosure

RECEIVED  
SURFACE TRANSPORTATION  
BOARD  
2002 JUN 18 A 11: 21  
OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

# Norfolk Southern Corporation

## STB Operational Monitoring Report

*As of May 31, 2002*

<b>Reporting Requirement</b>	<b>Page</b>
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 May 31, 2002*

## **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 May 31, 2002*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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



# Surface Transportation Board Operational Monitoring Report

As of May 31, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

# Surface Transportation Board Operational Monitoring Report

As of May 31, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding Estimated Completion Date: Undetermined	Track	Design Grading Const	Note 2
			Signal	Design Const	
Hadley Jct (Ft Wayne)	IN	Double tracking Estimated Completion Date: Undetermined	Track	Design Grading Const	Note 2
			Signal	Design Const	
Hagerstown Sec (Greencastle)	PA	Construct siding Estimated Completion Date: Complete	Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Hagerstown Sec	PA	Traffic Control Estimated Completion Date: Complete	Signal	Design Const	Complete Complete
Harrisburg	PA	Construct double track Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete
Harrisburg (Rutherford)	PA	Construct intermodal terminal Estimated Completion Date: Complete	Track	Design Grade/Pave	Complete Complete
Harrisburg - Reading	PA PA	Traffic Control System and remove pole line Estimated Completion Date: 2Q02	Signal	Design Const	Complete In progress
KD Tower - Cumberland Falls	KY 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 TN	Double Stack Clearances Estimated Completion Date: Complete	Track	Design Const	Complete Complete
			Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Oak Harbor	OH	Construct track connection Estimated Completion Date: Complete	Land Track	Design Grading Const	Complete Complete Complete
			Signal	Design Const	Complete Complete

# Surface Transportation Board Operational Monitoring Report

As of May 31, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

**Surface Transportation Board Operational Monitoring Report**  
*As of May 31, 2002*

**CONSTRUCTION AND OTHER CAPITAL PROJECTS**

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

# Surface Transportation Board Operational Monitoring Report

As of May 31, 2002

## CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

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

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



**Surface Transportation Board Operational Monitoring Report**  
*As of May 31, 2002*

**CUSTOMER SERVICE**

***Systems and Personnel Training***

Operating Area	Project	Status
<b>TRANSPORTATION</b>		
Car Management and Movement	Systems -- Multiple projects	Complete
Includes Thoroughbred Yard Enterprise System (TYES) and Central Yard Operations (CYO) System	Personnel Training	
	Prepare training materials for TYES and CYO	Complete
	Trainer orientation	Complete
	TYES training at Conrail locations	Complete
Train Dispatching	Systems	Complete
Locomotive Management	Personnel Training	
	Prepare computer-based training materials for Norfolk Southern Train Information System (TIS) and Train System Accident Reporting System (TSAR).	Complete
	Train Conrail employees at Dearborn, Pittsburgh, and Mt. Laurel	Complete
	Systems	Complete
Locomotive Management	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 May 31, 2002

## CUSTOMER SERVICE

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

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

# **Surface Transportation Board Operational Monitoring Report**

*As of May 31, 2002*

## **CUSTOMER SERVICE**

### ***Transition Process***

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

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

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

### ***Personnel***

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

### ***Customer Awareness***

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

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

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

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

STB

FD-33388

6-20-02

D

205684

Tuttle Thin Jacket

STB FD-33388 6-20-02 D

ID-205684



SURFACE TRANSPORTATION BOARD

# Memorandum

205684



DATE: June 20, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

**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 three paper copies, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong  
Charles Renninger

ENTERED  
Office of Proceedings

JUN 24 2002

Part of  
Public Record



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

T. J. Stephenson  
Assistant Vice President -  
Service Measurements

June 19, 2002

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

RECEIVED  
SURFACE TRANSPORTATION  
BOARD  
2002 JUN 19 P 3:47  
OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, June 14<sup>th</sup>. Cars on-line increased slightly from 230,920 to 230,981 cars. Train velocity improved from 22.2 to 22.3 miles-per-hour, and terminal dwell improved from 27.9 to 27.8 hours.

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

**Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved unfavorably 16 percentage points to 50%. The percent of trains greater than 6 hours late moved unfavorably 16 percentage points to 22%.

**Yards and Terminals**

Eight of the 14 measured yards showed an improvement from the prior week. Volumes remained within expected levels across the network.

**Corridor Performance**

Of the six measured corridors, one showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 89%. Overall, the on-time-to-two-hours-late category was 70%, moving unfavorably six percentage points from last week. The greater-than-six-hours-late category was 9%, moving favorably two percentage points from the previous week.

**Shared Areas**

Daily average on hand cars increased at North Yard and decreased at Oak Island and Pavonia. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.4 hours, down from 29.5 hours the prior week.

**Additional Measurements**

**Train Delay Metric:** For 753 train starts, the total weekly train delay was 85 hours for crew and 13 hours for power.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 20.0% for the week, up from 18.8% the prior week.

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

**Daily Number of Recrews Required:** Of 1816 crew starts, 54 (3%) were re Crews, the same percentage as the previous week.

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

**Locomotives:** Gross Locomotives = 3782, Average Available = 3372, and Out-of-Service Ratio = 5.4%, up from 5.1% for the previous week.

**Cars Offered in Interchange:** averaged 277 cars daily, 25 of which were for the Norfolk Southern. The total-offered and the NS-offered increased from the prior week.

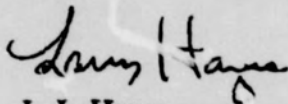
**On-time performance, passenger trains through Brunswick, MD:** 40% for 10 AMTRAK trains (Pittsburgh - Washington) and 88% for 100 MARC trains (West Virginia - Washington).

**Buffalo Customer Service (Hot Line):** the customer service center received no calls this week. Customers have not used this line for the past 59 weeks.

Last week CSXT met the goal for 5 of the 18 key second quarter service measurements. Goals were met for cars on line, slow order miles, industrial switching, local originations, and hours of locomotive delay.

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

Sincerely,



L. L. Hayes  
Director  
CSXT Service Measurements

**Surface Transportation Board  
Performance Measures**

**For the week ending: 06/14/02**

**Yard Performance**

(Composite of NS/CSX Traffic)

Location	Measure	Monday 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	481	181	363	316	435
	Cars On Hand - Empty	449	311	459	594	583
	Cars On Hand - Total	930	492	822	910	1018
	Cars Handled	624	329	665	605	754
	Dwell Hours	31.9	22.1	25.0	25.8	24.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	273	238	254	192	306
	Cars On Hand - Empty	207	286	329	254	334
	Cars On Hand - Total	480	524	583	446	640
	Cars Handled	193	416	631	369	496
	Dwell Hours	47.7	21.7	21.1	23.4	19.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	191	297	311	365	326
	Cars On Hand - Empty	183	196	143	152	162
	Cars On Hand - Total	374	493	454	517	488
	Cars Handled	138	257	294	344	192
	Dwell Hours	45.0	30.7	22.0	18.5	29.1

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

Overall terminal dwell time was 25.4 hours, down from 29.5 hours last week.



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

**Train Originations**

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/10/02	06/11/02	06/12/02	06/13/02	06/14/02
North Jersey SAA	Number of Originations	7	7	7	8	7
	% Ontime	29%	57%	43%	75%	71%
	% Late 0-2 Hours	71%	29%	14%	13%	14%
	% Late 2-4 Hours	0%	14%	43%	13%	14%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	67%	100%	57%
	% Late 0-2 Hours	0%	0%	33%	0%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	9	8	8	8
	% Ontime	86%	56%	75%	100%	75%
	% Late 0-2 Hours	0%	22%	25%	0%	13%
	% Late 2-4 Hours	14%	11%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 hours	0%	11%	0%	0%	13%

**CSX Comments:** Total read train delays were 34 trains. Crew delays were 7 trains for 45 hours; 5 trains were delayed 45 hours for power; 22 originating trains were held for a total of 92 hours, due to late arrivals.

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

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	06/10/02	06/11/02	06/12/02	06/13/02	06/14/02	Average
Cars Offered	NS	35	41	21	23	4	25
	All Other	239	405	230	182	204	252
	Total	274	446	251	205	208	277

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

**CSXT On Time Passenger Train Performance**

**"Brunswick Line"**

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	06/10/02	06/11/02	06/12/02	06/13/02	06/14/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	0%	50%	50%	50%	40%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	100%	100%	40%	88%

AMI measured according to contract with CSXT.

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

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	06/08/02	06/09/02	06/10/02	06/11/02	06/12/02	06/13/02	06/14/02	Total
Baltimore	Train Crew Starts	19	11	10	14	14	14	19	101
	Crews Delayed +2 Hours	10	4	3	7	2	4	8	38
	% Delayed +2 Hours	53%	36%	30%	50%	14%	29%	42%	38%
Buffalo	Train Crew Starts	52	38	37	46	43	53	52	321
	Crews Delayed +2 Hours	8	1	4	6	6	6	4	35
	% Delayed +2 Hours	15%	3%	11%	13%	14%	11%	8%	11%
Chicago	Train Crew Starts	27	29	32	25	27	30	25	195
	Crews Delayed +2 Hours	10	7	9	10	11	11	10	68
	% Delayed +2 Hours	37%	24%	28%	40%	41%	37%	40%	35%
Cincinnati	Train Crew Starts	38	36	38	37	39	40	39	267
	Crews Delayed +2 Hours	2	3	8	8	1	8	3	33
	% Delayed +2 Hours	5%	8%	21%	22%	3%	20%	8%	12%
Cleveland	Train Crew Starts	28	23	24	20	21	22	26	164
	Crews Delayed +2 Hours	3	11	9	1	10	4	4	42
	% Delayed +2 Hours	11%	48%	38%	5%	48%	18%	15%	26%
Cumberland	Train Crew Starts	31	30	24	29	25	33	30	202
	Crews Delayed +2 Hours	2	0	1	3	2	1	3	12
	% Delayed +2 Hours	6%	0%	4%	10%	8%	33%	10%	6%
Detroit	Train Crew Starts	5	6	4	5	4	7	3	34
	Crews Delayed +2 Hours	1	0	0	0	0	1	0	2
	% Delayed +2 Hours	20%	0%	0%	0%	0%	14%	0%	6%
Philadelphia	Train Crew Starts	10	8	10	10	9	12	10	69
	Crews Delayed +2 Hours	1	0	0	0	1	1	0	3
	% Delayed +2 Hours	10%	0%	0%	0%	11%	8%	0%	4%
Selkirk	Train Crew Starts	49	36	34	50	51	51	49	320
	Crews Delayed +2 Hours	13	9	8	12	6	6	16	70
	% Delayed +2 Hours	27%	25%	24%	24%	12%	12%	33%	22%
Toledo	Train Crew Starts	29	37	31	33	29	35	31	225
	Crews Delayed +2 Hours	1	8	13	7	9	6	7	51
	% Delayed +2 Hours	3%	22%	42%	21%	31%	17%	23%	23%
Willard	Train Crew Starts	43	46	39	39	47	41	48	303
	Crews Delayed +2 Hours	5	17	14	4	12	2	10	64
	% Delayed +2 Hours	12%	37%	36%	10%	26%	5%	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

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	06/08/02	06/09/02	06/10/02	06/11/02	06/12/02	06/13/02	06/14/02	Total
Train Delay	Originating Train Starts	104	108	92	109	106	119	115	753
	Delayed Hours - Power	0	0	2	0	0	0	11	13
	Delayed Hours - Crews	28	28	0	11	8	10	0	85

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	06/08/02	06/09/02	06/10/02	06/11/02	06/12/02	06/13/02	06/14/02	Average
Crew Availability		78%	76%	78%	81%	81%	83%	81%	80%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	06/08/02	06/09/02	06/10/02	06/11/02	06/12/02	06/13/02	06/14/02	Total
Crews/Recrews	Train Crew Starts	268	233	224	269	264	282	276	1816
	Recrews	6	7	8	10	6	6	11	54
	% Recrewed	2%	3%	4%	4%	2%	2%	4%	3%

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



**Surface Transportation Board  
Performance Measures**

**CSXT Locomotive Fleet Condition**

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	06/08/02	06/09/02	06/10/02	06/11/02	06/12/02	06/13/02	06/14/02	Average
Locomotives	Gross Fleet Size	3783	3807	3788	3799	3768	3762	3766	3782
	Avg. Number Available	3358	3360	3359	3358	3388	3392	3386	3372
	OOS Ratio	5.9	6.0	5.4	5.4	5.1	4.9	5.3	5.4

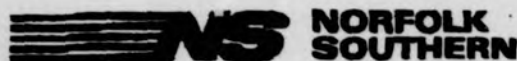
The measure for Gross Fleet will consist of CSX owned, leased, and foreign locomotives on-line. The Average Number Available will be the number of net fleet available to move traffic. The Out-of-Service Ratio (OOS) is the ratio of CSXT owned locomotives not available.

**Shared Asset Areas Train Delay**

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	06/08/02	06/09/02	06/10/02	06/11/02	06/12/02	06/13/02	06/14/02	Average
Train Delay	Philadelphia/South Jersey	4	1	0	0	1	0	1	1
	North Jersey	5	3	3	3	3	3	2	3
	Detroit	0	0	1	0	0	14	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.





Norfolk Southern Corporation  
Law Department  
Three Commercial Place  
Norfolk, Virginia 23510-9242

**George A. Aspato**  
General Solicitor

—  
Writer's Direct Dial Number:

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

June 19, 2002

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 June 14, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

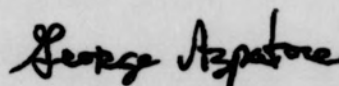
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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

Mr. Melvin F. Clemens, Jr.  
June 19, 2002  
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



Norfolk Southern Corporation  
Three Commercial Place  
Norfolk, Virginia 23510-2191

Tony L. Ingram  
Vice President  
Transportation Operations  
Telephone: 757 629-2606  
FAX: 757 629-2344

June 19, 2002

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

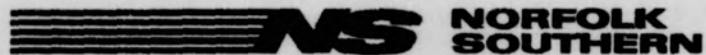
Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 58 trains were held for terminal delays, 58 trains were held for crews, and 32 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and Oak Island and increased at North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. The number of reported road train delays for crews and power increased from last week. Seven trains were delayed 45 hours for lack of crews and five trains were delayed 45 hours awaiting power. Twenty-two originating trains were delayed a total of 92 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 45% of the delay hours reported in the SAAs.

Sincerely,

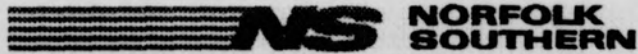
A handwritten signature in cursive script, appearing to read "Tony L. Ingram", followed by a horizontal line.



For the week ending 6/14/02

**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	6/10/2002	850	182	191	374	138	45.0
	6/11/2002	850	196	297	493	257	30.7
	6/12/2002	850	143	311	454	294	22.0
	6/13/2002	850	152	365	517	344	18.5
	6/14/2002	850	162	326	488	192	29.1
<b>North Yard MI Average</b>		<b>850</b>	<b>167</b>	<b>298</b>	<b>465</b>	<b>245</b>	<b>26.5</b>
Oak Island NJ	6/10/2002	1200	449	481	930	624	31.9
	6/11/2002	1200	311	181	492	329	22.1
	6/12/2002	1200	459	363	822	665	25.0
	6/13/2002	1200	594	316	910	605	25.8
	6/14/2002	1200	583	435	1018	754	24.6
<b>Oak Island NJ Average</b>		<b>1200</b>	<b>479</b>	<b>355</b>	<b>834</b>	<b>595</b>	<b>26.2</b>
Pavonia NJ	6/10/2002	900	207	273	480	193	47.7
	6/11/2002	900	286	238	524	416	21.7
	6/12/2002	900	329	254	583	631	21.1
	6/13/2002	900	254	192	446	369	23.4
	6/14/2002	900	334	306	640	496	19.3
<b>Pavonia Average</b>		<b>900</b>	<b>282</b>	<b>253</b>	<b>535</b>	<b>421</b>	<b>23.6</b>



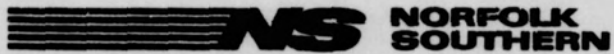
**NORFOLK  
SOUTHERN**

For the week ending 6/14/02

**Shared Asset Train Origination Performance**

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	10-Jun	7	86%	0%	14%	0%	0%
	11-Jun	9	56%	22%	11%	0%	11%
	12-Jun	8	75%	25%	0%	0%	0%
	13-Jun	8	100%	0%	0%	0%	0%
	14-Jun	8	75%	13%	0%	0%	13%
<b>Detroit Total</b>		<b>40</b>	<b>78%</b>	<b>13%</b>	<b>5%</b>	<b>0%</b>	<b>5%</b>
North Jersey Total	10-Jun	7	29%	71%	0%	0%	0%
	11-Jun	7	57%	29%	14%	0%	0%
	12-Jun	7	43%	14%	43%	0%	0%
	13-Jun	8	75%	13%	13%	0%	0%
	14-Jun	7	71%	14%	14%	0%	0%
<b>North Jersey Total</b>		<b>36</b>	<b>56%</b>	<b>28%</b>	<b>17%</b>	<b>0%</b>	<b>0%</b>
South Jersey Total	10-Jun	1	100%	0%	0%	0%	0%
	11-Jun	3	100%	0%	0%	0%	0%
	12-Jun	3	67%	33%	0%	0%	0%
	13-Jun	3	100%	0%	0%	0%	0%
	14-Jun	3	67%	33%	0%	0%	0%
<b>South Jersey Total</b>		<b>13</b>	<b>85%</b>	<b>15%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>Grand Total</b>		<b>89</b>	<b>70%</b>	<b>19%</b>	<b>9%</b>	<b>0%</b>	<b>2%</b>



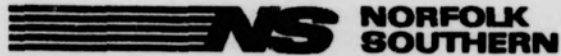


For the week ending 6/14/02

Shared Asset Area Trains Held

area	Sat 08-Jun	Sun 09-Jun	Mon 10-Jun	Tue 11-Ju	Wed 12-Jun	Thu 13-Jun	Fri 14-Jun	Grand Total
North Jersey	5	3	3	3	3	3	2	22
South Jersey	4	1	0	0	1	0	1	7
Detroit	0	0	1	0	0	3	1	5

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	38	0	0	38
<b>Total</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>38</b>

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

**NS Northern Region Train Starts and Delays**

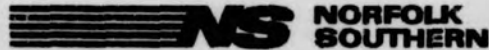
	Saturday 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	Grand Total
# of Train Starts	169	142	161	177	173	180	174	1176
<b>Delay Cause</b>								
Crew Delays (hrs)	23.8	42.6	19.7	16.4	8.0	10.6	34.0	155.0
Power Delays (hrs)	42.3	81.0	0.0	0.0	88.3	41.5	80.0	333.0

The delay numbers are expressed in hours

**Locomotive Fleet Statistics**

	Saturday 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	average
Fleet Size	3311	3300	3268	3240	3257	3268	3269	3273
available	3107	3097	3046	3023	3050	3078	3074	3068
out of service %	6.2%	6.2%	6.8%	6.7%	6.4%	5.8%	6.0%	6.3%

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



### NS Crew Starts and Delays

		Saturday 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	total
Allentown	crew starts	14	14	19	16	20	17	21	121
	crews delayed	9	5	4	2	3	2	7	32
Bellevue	crew starts	41	38	44	40	43	41	41	288
	crews delayed	11	13	12	11	11	10	6	74
Buffalo	crew starts	23	21	24	27	24	26	26	171
	crews delayed	3	1	6	3	1	4	3	21
Chicago	crew starts	39	29	37	35	34	35	39	248
	crews delayed	22	15	24	19	23	17	22	142
Cincinnati	crew starts	36	31	29	32	35	34	38	235
	crews delayed	10	6	9	3	5	8	8	49
Cleveland	crew starts	9	9	9	10	8	8	12	65
	crews delayed	3	3	3	4	3	3	4	23
Conway	crew starts	52	45	47	55	53	56	48	356
	crews delayed	14	8	10	6	7	15	5	65
Detroit	crew starts	20	10	18	19	23	17	20	127
	crews delayed	10	3	4	8	6	6	6	43
Elkhart	crew starts	38	43	38	43	42	39	44	287
	crews delayed	16	21	18	12	18	7	20	112
Harrisburg	crew starts	56	45	53	57	63	62	56	392
	crews delayed	18	18	17	17	25	21	21	137
Toledo	crew starts	56	62	45	62	61	60	59	405
	crews delayed	11	18	10	19	14	13	13	98

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	average
availability%	75%	71%	75%	76%	78%	77%	75%	75%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	total
crew starts	336	322	308	344	352	367	348	2377
recrews	9	12	7	4	3	9	10	54

**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

6-17-02

D

205636

Title This Jacket

STB FD-33388 6-17-02 D

ID-205636



SURFACE TRANSPORTATION BOARD


*Memorandum*

905636



DATE: June 17, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

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

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

Attached are copies of the Conrail Acquisition Three Year Operational Overview prepared by the Office of Compliance and Enforcement and my letter granting the elimination of weekly and monthly reporting by CSX and NS, which are to be committed to the docket for public reference. Also included are copies of CSX and NS' joint request. I am providing three paper copies, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong  
Charles Renninger

ENTERED  
Office of the Secretary

JUN 17 2002

Part of  
Public Record

**Office of Compliance and Enforcement**  
**Three Year Operational Overview - Conrail Acquisition**  
**June 13, 2002**

**Background -**

On June 1, 1999 (split date), CSX Transportation, Inc. (CSXT) and Norfolk Southern Railway (NS) began the operational implementation of the respective portions of the Consolidated Rail Corporation (Conrail) that each acquired.<sup>1</sup> In its decision approving the Conrail acquisition, the Board required its Office of Compliance and Enforcement (OCE) to monitor the implementation of operations by CSXT and NS over Conrail lines, and required CSXT and NS to report weekly on their operational performance. In addition, the Board approved the creation of three Shared Assets Areas (SAAs) (Detroit/North Jersey/South Jersey-Philadelphia) to be operated by Conrail, and required weekly reporting on those operations. While there were start-up problems affecting CSXT's and NS's operations over the acquired lines, CSXT and NS have overcome those problems.

**Overview -**

Under the Board's decision, applicants were required to furnish OCE with numerous performance metrics intended to measure operational performance and help OCE to identify current or potential problem areas. Three key performance measurements were established: Total Cars-on-line, Average System Train Velocity (MPH), and Average Terminal Dwell Hours. These metrics provide a clear picture of the railroads' operations and their ability to provide reliable service, and can provide evidence of an improvement or deterioration in operational efficiency. And such indicators, if unfavorable, can translate into reduced service levels for the shipping public. This report discusses the NS and CSXT operations over the last three years, and the specific data discussed herein contain publicly available performance information.

The statistics that follow compare the post-implementation start-up performance (excluding major holiday aberrations) to current performance, and clearly reflect the operational improvements made by CSXT and NS. NS's performance was poorest shortly after split date, but has shown continued improvement since then. CSXT's performance reached its poorest levels some months later, but has also shown significant improvement. In fact, the operational metrics, as well as discussions with CSXT and NS and others, suggest that service efficiency overall on both carriers exceeds pre-split levels on both the non-Conrail portions of their systems and the former Conrail lines.

---

<sup>1</sup>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, STB Finance Docket No. 33388, Decided July 20, 1998.

**DATA SUMMARY SHOWING POOREST PERFORMANCE  
AND CURRENT LEVELS**

<u>Measurement</u>		<u>Poorest Measure Date</u>		<u>Current Measure Date</u>	<u>Percent Improvement</u>
Total					
Cars On-Line	CSXT	273,620 (11/07/99)		230,576 (06/10/02)	15.7
	NS	255,851 (06/25/99)		204,554 (06/10/02)	20.0
Average System					
Velocity (MPH)	CSXT	16.3 (11/05/99)		22.2 (06/07/02)	36.2
	NS	16.5 (07/02/99)		22.7 (06/07/02)	37.6
Average					
Terminal Dwell (Hours)	CSXT	37.2 (11/12/99)		27.9 (06/07/02)	25.0
	NS	31.5 (07/02/99)		21.7 (06/07/02)	31.1

**Shared Assets Areas -**

The three primary yards in the SAAs (North Yard in Detroit, Pavonia in South Jersey, and Oak Island in North Jersey) are key components in the competitive service provided by CSXT and NS to former Conrail customers. The SAAs have also achieved significantly improved service levels since split date. Average dwell-time improvements in the three yards range from 40% to 61%. On-time train originations have improved from a low of about 15% soon after split date to recent performance as high as 100%.

**Chicago -**

The performance of trains operating through the Chicago Gateway and being processed within the Chicago terminal area is critical to the flow of traffic nationally, due to the number of rail and intermodal connections occurring at Chicago. Chicago is also a key destination for shipments by rail. Chicago Terminal operations have improved significantly since the early months in the implementation of the Conrail transaction. During recent weeks, reported on-time performance for trains arriving at Chicago has been between 80% and 90%. Nonetheless, the operation of the Chicago Terminal will continue to be monitored closely by OCE.

**Service -**

Train performance in major traffic corridors for both CSXT and NS has trended positively since post-acquisition lows, as both carriers have actively revised their service plans. The operational improvements have had a positive effect on service reliability for shippers, as particularly evidenced by the absence of shipper complaints. Also, the "hot lines", established for Buffalo shippers by both CSXT and NS have not been used in more than a year. And the Conrail Transaction Council, which was established as a shipper/railroad forum at the suggestion of The National Industrial Transportation League to address service problems during the implementation of the transaction, has not met since December 2000.<sup>2</sup>

---

<sup>2</sup>A total of twenty rail user organizations were invited to participate. The Council formally met for the first time on March 3, 1998.

**Traffic Levels -**

During the period since split date, service demands and traffic volumes have fluctuated widely, and currently are down from earlier levels. The mix of traffic has also changed significantly. These changes in traffic volumes and demand characteristics can affect the performance statistics both favorably and unfavorably. Nevertheless, even in the face of changes in demand and traffic flows, CSXT and NS have continued to refine their operations, further rationalize their equipment needs, and move forward with major infrastructure improvements that have enhanced operating efficiency and growth potential.

**Conclusion -**

After reviewing the available data, it is the opinion of OCE that there are significant improvements in the level of service currently being provided to the shipping public by CSXT and NS, over both non-Conrail and Conrail segments of their respective systems, and in the operational efficiency of each carrier. Based on these conclusions, and considering the availability of relevant data on Class I railroad operations, it is apparent that the specialized reporting regimen established by the Board in approving the Conrail transaction and required of CSXT and NS is no longer necessary. Future monitoring by OCE will rely on reporting provided by the Class I railroads to the Association of American Railroads and on OCE's regular contacts with operating officials of the Class I carriers. The exception to the relaxation of the reporting requirement will be the reporting for the SAAs, which will continue as initially required. The SAAs are critical to the new competitive opportunities afforded Conrail shippers by the transaction, and therefore those operations will remain under a high level of scrutiny.





**Surface Transportation Board**  
Washington, D.C. 20423-0001

**COPY**

June 17, 2002

*Office of Compliance and Enforcement*

*1925 K Street, N.W., Suite 780  
Washington, DC 20423-0001*

*202-565-1573  
FAX 202-565-9011*

Paul R. Hitchcock  
Associate General Counsel  
CSX Transportation, Inc.  
500 Water Street (J150)  
Jacksonville, FL 32202

George A. Aspatore  
General Solicitor  
Norfolk Southern Railway Company  
Three Commercial Place  
Norfolk, VA 23510-2101

Dear Messrs. Hitchcock and Aspatore:

This letter responds to your joint request dated May 3, 2002, regarding the continuing need to file certain operational monitoring reports and data required under Finance Docket No. 33388, Decision No. 89, involving the implementation of the Conrail acquisition. Specifically, you have requested that, with the exception of the weekly reporting for the Shared Assets Areas (SAAs), the Board eliminate the weekly and monthly reporting requirements covering operational monitoring and implementation issues.

As part of my responsibilities to oversee the implementation of the Conrail Transaction, I am required to assess each railroad's operating conditions, to review the current level of reporting, and to impose, to the degree I believe is necessary, additional data requirements. In addition, I must consider whether a reporting element is no longer indicative or reflective of operating conditions, and whether operational efficiency has reached a level such that required reporting is no longer necessary. Your request suggests that operating conditions on both railroads have reached a level that makes the required reporting unnecessary. Nevertheless, you have indicated that, should the required reporting be discontinued as you have requested, you will continue to report operational metrics to the Association of American Railroads (AAR) and to make those metrics publicly available on your respective web sites.

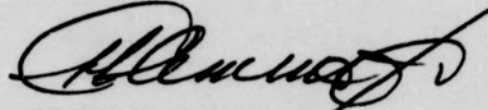
I have considered your request. Based on my assessment of the current operations of both carriers, and after consultation with the Board, I believe that, with the exception of the weekly reporting for the SAAs, it is appropriate for the weekly and monthly reporting to be eliminated as you have requested. Therefore, effective with the submission of the weekly reports for the week ending June 28, 2002 and the monthly report for the period ending June 30<sup>th</sup>, I will discontinue the reporting requirement as described above. However, should operating conditions change unfavorably, I will determine whether the reporting requirements should be immediately reinstated.



Letter to Hitchcock/Aspatore, Page 2.

I commend you on the considerable operating efficiencies and service improvements that have been achieved. I will have your letter and my response placed in the official docket. Please contact me immediately if there are any questions related to this action.

Sincerely,

A handwritten signature in cursive script, appearing to read "Melvin F. Clemens, Jr.", written in dark ink.

Melvin F. Clemens, Jr.  
Director

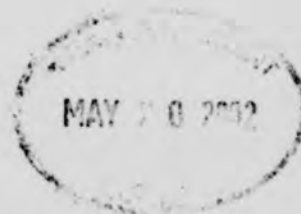
cc: Chairman Morgan  
Vice Chairman Burkes

RECEIVED  
SURFACE TRANSPORTATION  
BOARD

2002 MAY 28 A 10:10

May 3, 2002

OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
Melvin Clemens, Director  
Director Office of Compliance and Enforcement  
Surface Transportation Board  
Washington, DC 20423-0001



RE: Reduction in STB Reporting

Dear Mr. Clemens:

In Finance Docket No. 33388, Decision 89, the Board imposed certain reporting obligations on CSX and Norfolk Southern as part of its approval of the Conrail Transaction and assigned monitoring responsibility to its Office of Compliance and Enforcement. We began submitting reports prior to June 1, 1999 (Closing Date) and have continued since that time to submit monthly and weekly reports. The metrics encompassed in those reports show steady improvement and have continued to trend favorably over a considerable period of time. As such, we believe that it would be appropriate at this point for CSX and NS to be relieved of most of those reporting obligations. The exception would be reporting that involves the Shared Assets Areas (SAA's). Even though operations in the SAA's are very fluid, we recognize that their unique nature makes it appropriate for us to continue to report to you on their operational efficiency.

The metrics and other information contained in the reports we seek to discontinue have served their purpose well. The primary purpose of these reports was to allow the Board, shippers and other interested parties to assess the implementation of the Conrail Transaction. Prior to the Closing Date, the reports provided a means of keeping the Board and others apprised of our preparation efforts and, after the Closing Date, they provided metrics by which our progress could be measured.

The reports provided a common frame of reference, which unfortunately was needed when implementation did not proceed as smoothly as we had anticipated. Whether meeting with you, the Conrail Transaction Council or individual customers, the reports provided a solid quantitative basis that made the discussion of anecdotal accounts more fruitful. The metrics also helped us focus on the problem areas, and as operations began to improve, helped us assure our customers and you that the transaction was being implemented successfully.

The initial implementation stage is well behind us and we therefore feel the reporting premised on oversight of that implementation should be discontinued. While we are requesting relief from the reporting imposed by the Board in Decision 89 (other than with respect to the SAA's), that does not mean CSX and NS will stop all public reporting. A number of the metrics formulated for reporting to the Board and in the Conrail Transaction have proven to have value to the shipping community and are included in the weekly metrics (including cars on line, average train speeds and dwell times) that NS and CSX make available to the AAR and on their individual websites.

Mr. Melvin F. Clemens, Jr.

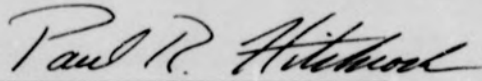
May 3, 2002

Page 2

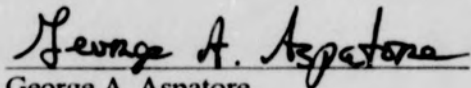
We believe that, with the significantly improved operations of both NS and CSX, operational reporting on the transaction should be a less formal process. In addition, as both CSX and NS seek to meet customer needs in a dynamic marketplace, we feel that with the publicly available AAR metrics, the press releases made by each carrier, informal briefings of Board Staff, our oversight filings and the continued SAA's reporting, there will be sufficient information available with which to monitor each carrier's operational efficiency.

We therefore respectfully request that you eliminate, except with respect to the weekly SAA reports and subject to reinstatement should the need arise, the Board's reporting requirement for monthly and weekly reports.

Sincerely,



Paul R. Hitchcock  
Associate General Counsel  
CSX Transportation, Inc. J150  
500 Water Street  
Jacksonville, FL 32202



George A. Aspatore  
General Solicitor  
Norfolk Southern Railway Company  
Three Commercial Place  
Norfolk, VA 23510-2101

S:\staff\HOUC\INSTB Monitoring Report\CLEMENS

OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

2002 MAY 28 A 10:10

RECEIVED  
SURFACE TRANSPORTATION  
BOARD

STB

FD-33388

6-13-02

D

205614

Title This Jacket

STB FD-33388 6-13-02 D

ID-205614



SURFACE TRANSPORTATION BOARD

# Memorandum



205614

DATE: June 13, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

**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 three paper copies, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong  
Charles Renninger

ENTERED  
Office of the Secretary

JUN 14 2002

Part of  
Public Record



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

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

June 12, 2002

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, June 7<sup>th</sup>. Cars on-line increased slightly from 230,315 to 230,920 cars. Train velocity decreased from 22.8 to 22.2 miles-per-hour. Terminal dwell improved from 29.3 to 27.9 hours.

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

**Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved unfavorably fourteen percentage points to 66%. The percent of trains greater than 6 hours late moved favorably one percentage point to 6%.

**Yards and Terminals**

Nine of the 14 measured yards showed an improvement from the prior week. Volumes remained within expected levels across the network.

**Corridor Performance**

Of the six measured corridors, one showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 100% for the second week in a row. Overall, the on-time-to-two-hours-late category was 76%, moving unfavorably six percentage points from last week. The greater-than-six-hours-late category was 11%, moving unfavorably five percentage points from the previous week.

RECEIVED  
SURFACE TRANSPORTATION BOARD  
2002 JUN 12 P 2:15  
OFFICE OF COMPLIANCE AND ENFORCEMENT  
DIRECTOR'S OFFICE

**Shared Areas**

Daily average on hand cars increased at North Yard and Oak Island, and decreased at Pavonia. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 29.5 hours, up from 29.3 hours the prior week.

**Additional Measurements**

**Train Delay Metric:** For 732 train starts, the total weekly train delay was 36 hours for crew and seven hours for power.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 18.8% for the week, down from 18.9% the prior week.

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

**Daily Number of Recrews Required:** Of 1750 crew starts, 49 (3%) were recrews, up one percentage point from the previous week.

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

**Locomotives:** Gross Locomotives = 3765, Average Available = 3369, and Out-of-Service Ratio = 5.1%, up from 4.5% for the previous week.

**Cars Offered in Interchange:** averaged 194 cars daily, 38 of which were for the Norfolk Southern. The total-offered and the NS-offered decreased from the prior week.

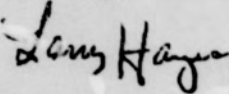
**On-time performance, passenger trains through Brunswick, MD:** 50% for 10 AMTRAK trains (Pittsburgh - Washington) and 94% for 100 MARC trains (West Virginia - Washington).

**Buffalo Customer Service (Hot Line):** the customer service center received no calls this week. Customers have not used this line for the past 58 weeks.

Last week CSXT met the goal for 7 of the 18 key second quarter service measurements. Goals were met for FRA-reportable injuries, FRA-reportable derailments, cars on line, slow order miles, hours of locomotive delay, local originations, and combined locomotive out of service ratio.

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

Sincerely,



L. L. Hayes  
Director  
CSXT Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 06/07/02

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	435	324	338	408	550
	Cars On Hand - Empty	405	374	530	641	764
	Cars On Hand - Total	840	698	868	1049	1314
	Cars Handled	596	302	579	536	700
	Dwell Hours	28.6	22.2	30.3	29.6	31.4
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	372	360	226	247	265
	Cars On Hand - Empty	304	411	290	225	331
	Cars On Hand - Total	676	771	516	472	596
	Cars Handled	238	500	367	330	431
	Dwell Hours	54.5	31.3	33.7	29.4	27.5
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	177	255	304	308	314
	Cars On Hand - Empty	182	156	188	158	210
	Cars On Hand - Total	359	411	492	466	524
	Cars Handled	248	280	237	321	268
	Dwell Hours	33.4	21.4	19.7	24.5	25.5

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

Overall terminal dwell time was 29.5 hours, up from 29.3 hours last week.



**Surface Transportation Board  
Performance Measures**

**Train Originations**

(Composite of NS/CSX Traffic)

Location	Measure	Monday 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02
North Jersey SAA	Number of Originations	7	5	8	7	8
	% Ontime	100%	60%	38%	29%	38%
	% Late 0-2 Hours	0%	20%	63%	14%	25%
	% Late 2-4 Hours	0%	20%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	29%	13%
	% Late GT 6 Hours	0%	0%	0%	29%	25%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	100%	33%	67%	0%
	% Late 0-2 Hours	0%	0%	33%	0%	67%
	% Late 2-4 Hours	0%	0%	0%	33%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	100%	0%	33%	0%	33%
Detroit SAA	Number of Originations	7	8	8	8	7
	% Ontime	71%	88%	75%	63%	71%
	% Late 0-2 Hours	29%	13%	25%	38%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	29%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 hours	0%	0%	0%	0%	0%

**CSX Comments:** Total road train delays were 31 trains. Crew delays were 4 trains for 7 hours; 6 trains were delayed 30 hours for power; 21 originating trains were held for a total of 112 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02	Average
Cars Offered	NS	66	47	51	21	6	38
	All Other	105	327	72	175	101	156
	Total	171	374	123	196	107	194

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	0%	100%	50%	50%
MARC	Trains	20	20	20	20	20	100
	% On Time	85%	100%	85%	100%	100%	94%

AMTK measured according to contract with CSXT.

## Surface Transportation Board

### Performance Measures

#### CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	06/01/02	06/02/02	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02	Total
Baltimore	Train Crew Starts	13	15	14	15	16	16	15	104
	Crews Delayed +2 Hours	6	6	5	6	2	4	5	34
	% Delayed +2 Hours	46%	40%	36%	40%	13%	25%	33%	33%
Buffalo	Train Crew Starts	48	38	38	45	45	45	52	311
	Crews Delayed +2 Hours	3	6	4	1	2	5	6	27
	% Delayed +2 Hours	6%	16%	11%	2%	4%	11%	12%	9%
Chicago	Train Crew Starts	30	29	30	27	32	28	33	209
	Crews Delayed +2 Hours	11	11	10	6	15	7	11	71
	% Delayed +2 Hours	37%	38%	33%	22%	47%	25%	33%	34%
Cincinnati	Train Crew Starts	31	40	36	41	39	36	35	258
	Crews Delayed +2 Hours	7	16	7	4	4	5	7	50
	% Delayed +2 Hours	23%	40%	19%	10%	10%	14%	20%	19%
Cleveland	Train Crew Starts	27	25	19	23	19	25	17	155
	Crews Delayed +2 Hours	9	4	4	3	2	2	1	25
	% Delayed +2 Hours	33%	16%	21%	13%	11%	8%	6%	16%
Cumberland	Train Crew Starts	29	33	29	33	32	37	31	224
	Crews Delayed +2 Hours	5	2	2	3	8	2	1	23
	% Delayed +2 Hours	17%	6%	7%	9%	25%	5%	3%	10%
Detroit	Train Crew Starts	5	3	6	4	6	5	6	35
	Crews Delayed +2 Hours	0	0	0	0	0	0	0	0
	% Delayed +2 Hours	0%	0%	0%	0%	0%	0%	0%	0%
Philadelphia	Train Crew Starts	6	11	11	10	10	12	11	71
	Crews Delayed +2 Hours	1	0	0	0	0	3	2	6
	% Delayed +2 Hours	17%	0%	0%	0%	0%	25%	18%	8%
Selkirk	Train Crew Starts	45	42	31	41	49	45	55	308
	Crews Delayed +2 Hours	6	8	4	7	18	9	15	67
	% Delayed +2 Hours	13%	19%	13%	17%	37%	20%	27%	22%
Toledo	Train Crew Starts	32	31	40	24	35	32	35	229
	Crews Delayed +2 Hours	12	5	8	5	4	9	8	51
	% Delayed +2 Hours	38%	16%	20%	21%	11%	28%	23%	22%
Willard	Train Crew Starts	47	49	37	43	42	48	42	308
	Crews Delayed +2 Hours	8	4	8	5	5	10	7	47
	% Delayed +2 Hours	17%	8%	22%	12%	12%	21%	17%	15%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	06/01/02	06/02/02	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02	Total
Train Delay	Originating Train Starts	98	110	96	92	110	103	123	732
	Delayed Hours - Power	0	0	0	3	4	0	0	7
	Delayed Hours - Crews	3	8	4	5	7	4	5	36

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	06/01/02	06/02/02	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02	Average
Crew Availability		80%	78%	80%	82%	83%	82%	80%	81%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	06/01/02	06/02/02	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02	Total
Crews/Recrews	Train Crew Starts	257	227	211	249	260	264	282	1750
	Recrews	12	6	1	4	8	9	9	49
	% Recrewed	5%	3%	0%	2%	3%	3%	3%	3%

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

**Surface Transportation Board  
Performance Measures**

**CSXT Locomotive Fleet Condition**

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	06/01/02	06/02/02	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02	Average
Locomotives	Gross Fleet Size	3799	3811	3782	3735	3721	3747	3763	3765
	Avg. Number Available	3387	3387	3398	3361	3347	3353	3347	3369
	OOS Ratio	4.7	5.2	5.0	5.0	4.9	5.5	5.6	5.1

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	06/01/02	06/02/02	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02	Average
Train Delay	Philadelphia/South Jersey	2	1	0	1	1	2	1	1
	North Jersey	5	2	3	2	2	3	4	3
	Detroit	0	0	0	1	1	0	0	0

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





Norfolk Southern Corporation  
Law Department  
Three Commercial Place  
Norfolk, Virginia 23510-9242

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

—  
Writer's Direct Dial Number

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

June 12, 2002

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 June 7, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.  
June 12, 2002  
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 / spB*  
George A. Aspatore  
General Solicitor

Enclosures



Norfolk Southern Corporation  
Three Commercial Place  
Norfolk, Virginia 23510-2191

Tony L. Ingram  
Vice President  
Transportation Operations  
Telephone: 757 629-2606  
FAX: 757 629-2344

June 12, 2002

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 54 trains were held for terminal delays, 55 trains were held for crews, and 50 trains were held for power.

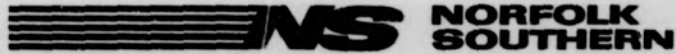
With respect to our customer service hotline in Buffalo, NS did not receive any calls over the two-week period.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and increased at North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased from the prior week. Four trains were delayed 7 hours for lack of crews and 6 trains were delayed 30 hours awaiting power. Twenty-one originating trains were delayed a total of 112 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 44% of the delay hours reported in the SAAs.

Due to technical difficulties, the figures normally provided in the NS Northern Region Crew Starts and Recrews table were not provided last week. The NS Northern Region Crew Starts and Recrews table for the week ending May 31, 2002 is included with this week's reports.

Sincerely,

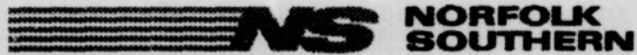
A handwritten signature in cursive script, appearing to read 'Tony L. Ingram', followed by a horizontal line.



For the week ending 6/7/02

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	6/3/2002	850	182	177	359	248	33.4
	6/4/2002	850	156	255	411	280	21.4
	6/5/2002	850	188	304	492	237	19.7
	6/6/2002	850	158	308	466	321	24.5
	6/7/2002	850	210	314	524	268	25.5
<b>North Yard MI Average</b>		<b>850</b>	<b>179</b>	<b>272</b>	<b>450</b>	<b>271</b>	<b>24.9</b>
Oak Island NJ	6/3/2002	1200	405	435	840	596	28.6
	6/4/2002	1200	374	324	698	302	22.2
	6/5/2002	1200	530	338	868	579	30.3
	6/6/2002	1200	641	408	1049	536	29.6
	6/7/2002	1200	764	550	1314	700	31.4
<b>Oak Island NJ Average</b>		<b>1200</b>	<b>543</b>	<b>411</b>	<b>954</b>	<b>543</b>	<b>29.1</b>
Pavonia NJ	6/3/2002	900	304	372	676	238	54.5
	6/4/2002	900	411	360	771	500	31.3
	6/5/2002	900	290	226	516	367	33.7
	6/6/2002	900	225	247	472	330	29.4
	6/7/2002	900	331	265	596	431	27.5
<b>Pavonia Average</b>		<b>900</b>	<b>312</b>	<b>294</b>	<b>606</b>	<b>373</b>	<b>33.5</b>

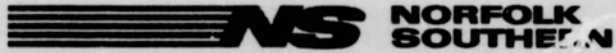


For the week ending 6/7/02

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-Jun	7	71%	29%	0%	0%	0%
	4-Jun	8	88%	13%	0%	0%	0%
	5-Jun	8	75%	25%	0%	0%	0%
	6-Jun	8	63%	38%	0%	0%	0%
	7-Jun	7	71%	0%	29%	0%	0%
<b>Detroit Total</b>		<b>38</b>	<b>74%</b>	<b>21%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>
North Jersey Total	3-Jun	7	100%	0%	0%	0%	0%
	4-Jun	5	60%	20%	20%	0%	0%
	5-Jun	8	38%	63%	0%	0%	0%
	6-Jun	7	29%	14%	0%	29%	29%
	7-Jun	8	38%	25%	0%	13%	25%
<b>North Jersey Total</b>		<b>35</b>	<b>51%</b>	<b>26%</b>	<b>3%</b>	<b>9%</b>	<b>11%</b>
South Jersey Total	3-Jun	1	0%	0%	0%	0%	100%
	4-Jun	3	100%	0%	0%	0%	0%
	5-Jun	3	33%	33%	0%	0%	33%
	6-Jun	3	67%	0%	33%	0%	0%
	7-Jun	3	0%	67%	0%	0%	33%
<b>South Jersey Total</b>		<b>13</b>	<b>46%</b>	<b>23%</b>	<b>8%</b>	<b>0%</b>	<b>23%</b>
<b>Grand Total</b>		<b>86</b>	<b>60%</b>	<b>23%</b>	<b>5%</b>	<b>3%</b>	<b>8%</b>





For the week ending 6/7/02

Shared Asset Area Trains Held

area	Sat 01-Jun	Sun 02-Jun	Mon 03-Jun	Tue 04-Jun	Wed 05-Jun	Thu 06-Jun	Fri 07-Jun	Grand Total
North Jersey	5	2	3	2	2	3	4	21
South Jersey	2	1	0	1	1	2	1	8
Detroit	0	0	0	1	1	0	0	2

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



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

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	16	0	0	0	0	16
other	0	0	44	14	0	58
<b>Total</b>	<b>16</b>	<b>0</b>	<b>44</b>	<b>14</b>	<b>0</b>	<b>74</b>

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

**NS Northern Region Train Starts and Delays**

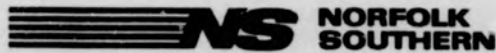
	Saturday 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	Grand Total
# of Train Starts	160	140	157	175	171	183	175	1161
<b>Delay Cause</b>								
Crew Delays (hrs)	30.4	10.5	30.6	6.1	9.5	27.5	10.2	124.7
Power Delays (hrs)	8.5	0.0	0.0	64.3	34.7	0.3	3.0	110.7

The delay numbers are expressed in hours

**Locomotive Fleet Statistics**

	Saturday 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	average
<b>Fleet Size</b>	3283	3239	3242	3226	3262	3254	3287	3256
<b>available</b>	3082	3013	3010	3007	3054	3038	3074	3040
<b>out of service %</b>	6.1%	7.0%	7.2%	6.8%	6.4%	6.6%	6.5%	6.6%

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



### NS Crew Starts and Delays

		Saturday 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	total
Allentown	crew starts	16	16	15	20	20	17	17	121
	crews delayed	1	5	4	5	2	4	3	24
Bellevue	crew starts	45	33	33	43	32	39	49	274
	crews delayed	4	11	9	14	7	11	13	69
Buffalo	crew starts	22	21	23	22	24	26	22	160
	crews delayed	2	2	2	0	3	3	2	14
Chicago	crew starts	35	32	34	34	36	36	34	241
	crews delayed	15	18	14	22	21	20	14	124
Cincinnati	crew starts	38	35	26	39	31	37	37	243
	crews delayed	5	9	6	3	3	8	6	40
Cleveland	crew starts	10	9	8	10	10	8	13	68
	crews delayed	2	3	2	3	3	2	5	20
Conway	crew starts	50	49	46	47	53	57	54	356
	crews delayed	9	9	12	9	16	21	11	87
Detroit	crew starts	19	12	17	16	20	19	19	122
	crews delayed	7	4	2	6	5	8	4	36
Elkhart	crew starts	45	37	37	43	39	41	38	280
	crews delayed	18	13	19	23	20	15	20	128
Harrisburg	crew starts	55	47	48	54	58	60	61	383
	crews delayed	14	16	17	20	17	29	24	137
Toledo	crew starts	64	66	66	57	65	63	62	443
	crews delayed	9	13	14	18	20	16	20	110

**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

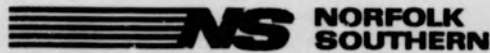
	Saturday 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	average
availability%	73%	71%	74%	75%	75%	77%	76%	74%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	total
crew starts	352	313	302	329	348	363	354	2361
recrews	14	11	10	13	11	18	18	95

**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



### NS Crew Starts and Delays

		Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	total
Allentown	crew starts	13	16	9	17	16	19	16	106
	crews delayed	3	2	2	1	2	4	4	18
Bellevue	crew starts	42	41	44	40	36	44	44	291
	crews delayed	14	4	5	4	8	5	8	48
Buffalo	crew starts	22	27	20	22	25	25	23	164
	crews delayed	4	2	1	0	0	3	4	14
Chicago	crew starts	36	38	35	31	38	42	33	253
	crews delayed	17	16	16	12	16	16	16	109
Cincinnati	crew starts	35	36	24	26	34	34	33	222
	crews delayed	7	10	3	2	4	6	5	37
Cleveland	crew starts	8	12	8	10	6	11	9	64
	crews delayed	4	2	3	2	2	3	6	22
Conway	crew starts	60	49	41	37	49	56	50	342
	crews delayed	9	13	8	9	6	15	4	64
Detroit	crew starts	17	12	9	14	20	19	20	111
	crews delayed	7	4	4	2	6	4	3	30
Elkhart	crew starts	48	36	46	42	38	49	39	298
	crews delayed	22	12	21	15	11	22	17	120
Harrisburg	crew starts	63	54	47	44	52	55	58	363
	crews delayed	29	17	10	11	15	18	21	121
Toledo	crew starts	62	55	47	49	59	61	61	394
	crews delayed	19	16	8	4	9	18	15	89

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	average
availability%	75%	74%	76%	77%	80%	79%	75%	77%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	total
crew starts	285	367	314	335	364	345	274	2284
recrews	6	12	7	2	3	11	11	52

**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

6-6-02

D

205562



Title This Jacket

STB FD-33388 6-6-02 D

ID-205562

SURFACE TRANSPORTATION BOARD

# Memorandum

205562



DATE: June 6, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

**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 three paper copies, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong  
Charles Renninger

ENTERED  
Office of the Secretary

JUN 07 2002

Part of  
Public Record



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

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

June 5, 2002

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

RECEIVED  
SURFACE TRANSPORTATION  
BOARD  
2002 JUN - 5 P 3: 51  
OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, May 31<sup>st</sup>. Cars on-line increased slightly from 229,913 to 230,315 cars. Train velocity decreased slightly from 22.9 to 22.8 miles-per-hour. Terminal dwell increased from 26.1 to 29.3 hours. The increased dwell time is attributed to a partial shutdown for Memorial Day.

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

**Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved favorably eight percentage points to 80%. The percent of trains greater than 6 hours late moved favorably three percentage points to 7%.

**Yards and Terminals**

Two of the 14 measured yards showed an improvement from the prior week. Volumes remained within expected levels across the network.

**Corridor Performance**

Of the six measured corridors, four showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 100%. Overall, the on-time-to-two-hours-late category was 82%, moving favorably two percentage points from last week. The greater-than-six-hours-late category was 6%, moving favorably one percentage point from the previous week.

### Shared Areas

Daily average on hand cars increased at Pavonia, North Yard, and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 29.3 hours, up from 24.0 hours the prior week.

### Additional Measurements

Train Delay Metric: For 673 train starts, the total weekly train delay for crew totaled 86 hours and power delay totaled zero hours.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.9% for the week, up from 17.8% the prior week.

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

Daily Number of Recrews Required: Of 1652 crew starts, 39 (2%) were recrews, remaining at the same percentage point from the previous week.

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

Locomotives: Gross Locomotives = 3767, Average Available = 3426, and Out-of-Service Ratio = 4.5%, improved slightly from the 4.6% recorded for the previous week.

Cars Offered in Interchange: averaged 259 cars daily, 39 of which were for the Norfolk Southern. The total-offered and the NS-offered decreased from the prior week.

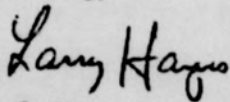
On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 93% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 57 weeks.

Last week CSXT met the goal for 9 of the 18 key second quarter service measurements. Goals were met for FRA reportable injuries, cars on line, overall train velocity, merchandise train velocity, relief crews, on-time originations, hours of locomotive delay, local originations, and combined locomotive out of service ratio.

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

Sincerely,



L. L. Hayes  
Director  
CSXT Service Measurements



## Surface Transportation Board

### Performance Measures

For the week ending:

05/31/02

#### Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	259	324	324	507	382
	Cars On Hand - Empty	288	291	365	497	491
	Cars On Hand - Total	547	615	689	1004	873
	Cars Handled	86	429	339	687	538
	Dwell Hours	20.2	34.7	29.0	27.3	24.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	257	262	358	331	261
	Cars On Hand - Empty	259	274	301	436	297
	Cars On Hand - Total	516	536	659	767	558
	Cars Handled	0	214	487	624	352
	Dwell Hours	0.0	60.7	32.0	26.6	28.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	140	189	293	284	309
	Cars On Hand - Empty	194	203	186	187	251
	Cars On Hand - Total	334	392	479	471	560
	Cars Handled	54	222	306	210	345
	Dwell Hours	12.8	34.4	36.0	21.0	18.4

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

Overall terminal dwell time was 29.3 hours, up from 24.0 hours last week.

## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/27/02	05/28/02	05/29/02	05/30/02	05/31/02
North Jersey SAA	Number of Originations	3	3	7	7	7
	% Ontime	100%	100%	71%	71%	57%
	% Late 0-2 Hours	0%	0%	29%	29%	14%
	% Late 2-4 Hours	0%	0%	0%	0%	29%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	0	1	3	3	3
	% Ontime	0%	100%	67%	33%	67%
	% Late 0-2 Hours	0%	0%	0%	33%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	33%	0%	33%
	% Late GT 6 Hours	0%	0%	0%	33%	0%
Detroit SAA	Number of Originations	2	6	8	8	8
	% Ontime	50%	100%	75%	88%	75%
	% Late 0-2 Hours	50%	0%	13%	0%	13%
	% Late 2-4 Hours	0%	0%	13%	13%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 hours	0%	0%	0%	0%	13%

**CSX Comments:** Total road train delays were 22 trains. Crew delays were 3 trains for 57 hours; 1 train was delayed 2 hours for power; originating trains 18 for a total of 80 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Daily Average
Cars Offered	NS	87	13	66	26	2	39
	All Other	183	213	241	312	150	220
	Total	270	226	307	338	152	259

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

Service	Measure	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	50%	50%	70%
MARC	Trains	0	20	20	20	20	80
	% On Time	0%	100%	90%	80%	100%	93%

AMTK measured according to contract with CSX I

## Surface Transportation Board

### Performance Measures

#### CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	05/25/02	05/26/02	05/27/02	05/28/02	05/29/02	05/30/02	05/31/02	Total
Baltimore	Train Crew Starts	16	14	9	13	12	16	16	96
	Crews Delayed +2 Hours	7	4	0	6	2	9	6	34
	% Delayed +2 Hours	44%	29%	0%	46%	17%	56%	38%	35%
Buffalo	Train Crew Starts	50	34	30	30	47	42	48	281
	Crews Delayed +2 Hours	2	2	0	1	0	7	6	18
	% Delayed +2 Hours	4%	6%	0%	3%	0%	17%	13%	6%
Chicago	Train Crew Starts	25	30	19	28	30	32	30	194
	Crews Delayed +2 Hours	8	10	4	7	5	10	8	52
	% Delayed +2 Hours	32%	33%	21%	25%	17%	31%	27%	27%
Cincinnati	Train Crew Starts	37	34	42	42	39	29	35	258
	Crews Delayed +2 Hours	2	5	5	2	3	3	6	26
	% Delayed +2 Hours	5%	15%	12%	5%	8%	10%	17%	10%
Cleveland	Train Crew Starts	24	20	13	21	25	19	21	143
	Crews Delayed +2 Hours	7	4	2	4	3	6	4	30
	% Delayed +2 Hours	29%	20%	15%	19%	12%	32%	19%	21%
Cumberland	Train Crew Starts	31	34	12	29	31	36	33	206
	Crews Delayed +2 Hours	6	2	1	10	3	7	7	36
	% Delayed +2 Hours	19%	6%	8%	34%	10%	19%	21%	17%
Detroit	Train Crew Starts	5	5	1	5	4	7	5	32
	Crews Delayed +2 Hours	1	0	0	1	0	0	0	2
	% Delayed +2 Hours	20%	0%	0%	20%	0%	0%	0%	6%
Philadelphia	Train Crew Starts	9	11	5	7	11	9	8	60
	Crews Delayed +2 Hours	1	0	0	0	1	0	1	3
	% Delayed +2 Hours	11%	0%	0%	0%	9%	0%	13%	5%
Selkirk	Train Crew Starts	46	40	25	32	42	46	50	281
	Crews Delayed +2 Hours	13	11	5	7	6	18	16	76
	% Delayed +2 Hours	28%	28%	20%	22%	14%	39%	32%	27%
Toledo	Train Crew Starts	32	36	23	26	31	31	27	206
	Crews Delayed +2 Hours	11	9	4	2	5	5	5	41
	% Delayed +2 Hours	34%	25%	17%	8%	16%	16%	19%	20%
Willard	Train Crew Starts	44	49	28	36	39	49	45	290
	Crews Delayed +2 Hours	8	5	3	6	9	5	10	46
	% Delayed +2 Hours	18%	10%	11%	17%	23%	10%	22%	16%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	05/25/02	05/26/02	05/27/02	05/28/02	05/29/02	05/30/02	05/31/02	Total
Train Delay	Originating Train Starts	101	98	71	81	105	101	116	673
	Delayed Hours - Power	0	0	0	0	0	0	0	0
	Delayed Hours - Crews	33	30	0	20	1	2	0	86

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	05/25/02	05/26/02	05/27/02	05/28/02	05/29/02	05/30/02	05/31/02	Average
Crew Availability		79%	77%	78%	82%	82%	82%	80%	80%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	05/25/02	05/26/02	05/27/02	05/28/02	05/29/02	05/30/02	05/31/02	Total
Crews/Recrews	Train Crew Starts	251	220	175	218	251	245	292	1652
	Recrews	7	8	5	4	4	5	6	39
	% Recrewed	3%	4%	3%	2%	2%	2%	2%	2%

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



## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	05/25/02	05/26/02	05/27/02	05/28/02	05/29/02	05/30/02	05/31/02	Average
Locomotives	Gross Fleet Size	3758	3766	3743	3722	3793	3792	3796	3767
	Avg. Number Available	3444	3431	3442	3421	3420	3409	3414	3426
	OOS Ratio	4.4	4.7	4.3	4.4	4.6	4.6	4.2	4.5

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	05/25/02	05/26/02	05/27/02	05/28/02	05/29/02	05/30/02	05/31/02	Average
Train Delay	Philadelphia/South Jersey	0	1	1	0	0	1	3	1
	North Jersey	0	2	4	2	2	1	3	2
	Delaware	0	0	0	0	0	0	0	0

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



Norfolk Southern Corporation  
Law Department  
Three Commercial Place  
Norfolk, Virginia 23510-9242

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

—  
**Writer's Direct Dial Number**

(757) 629-2657

(757) 533-4872

E-mail [gaaspato@nscorp.com](mailto:gaaspato@nscorp.com)

June 5, 2002

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending May 31, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

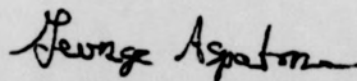
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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

Mr. Melvin F. Clemens, Jr.  
June 5, 2002  
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



Norfolk Southern Corporation  
Three Commercial Place  
Norfolk, Virginia 23510-2191

Tony L. Ingram  
Vice President  
Transportation Operations  
Telephone: 757 629-2606  
FAX: 757 629-2344

June 5, 2002

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

Dear Mr. Clemens:

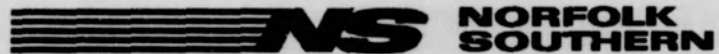
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 37 trains were held for terminal delays, 23 trains were held for crews, and 11 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia, North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power increased from last week. Three trains were delayed 57 hours for lack of crews and one train was delayed 2 hours awaiting power. Eighteen originating trains were delayed a total of 80 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 47% of the delay hours reported in the SAAs.

Due to technical difficulties, the figures normally provided in the NS Northern Region Crew Starts and Recrews table are not available today. We will append these figures to next week's reports.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony L. Ingram', followed by a horizontal line.

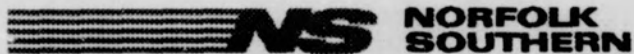


For the week ending 5/31/02

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	5/27/2002	850	194	140	334	54	12.8
	5/28/2002	850	203	189	392	222	34.4
	5/29/2002	850	186	293	479	306	36.0
	5/30/2002	850	187	284	471	210	21.0
	5/31/2002	850	251	309	560	345	18.4
<b>North Yard MI Average</b>		<b>850</b>	<b>204</b>	<b>243</b>	<b>447</b>	<b>227</b>	<b>26.5</b>
Oak Island NJ	5/27/2002	1200	288	259	547	86	20.2
	5/28/2002	1200	291	324	615	429	34.7
	5/29/2002	1200	365	324	689	339	29.0
	5/30/2002	1200	497	507	1004	687	27.3
	5/31/2002	1200	491	382	873	538	24.2
<b>Oak Island NJ Average</b>		<b>1200</b>	<b>386</b>	<b>359</b>	<b>746</b>	<b>416</b>	<b>28.0</b>
Pavonia NJ	5/27/2002	900	259	257	516	0	0.0
	5/28/2002	900	274	262	536	214	60.7
	5/29/2002	900	301	358	659	487	32.0
	5/30/2002	900	436	331	767	624	26.6
	5/31/2002	900	297	261	558	352	28.3
<b>Pavonia Average</b>		<b>900</b>	<b>313</b>	<b>294</b>	<b>607</b>	<b>335</b>	<b>32.9</b>



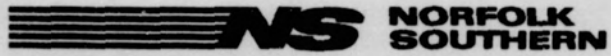


**NORFOLK  
SOUTHERN**

For the week ending 5/31/02

**Shared Asset Train Origination Performance**

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	27-May	2	50%	50%	0%	0%	0%
	28-May	6	100%	0%	0%	0%	0%
	29-May	8	75%	13%	13%	0%	0%
	30-May	8	88%	0%	13%	0%	0%
	31-May	8	75%	13%	0%	0%	13%
<b>Detroit Total</b>		<b>32</b>	<b>81%</b>	<b>9%</b>	<b>6%</b>	<b>0%</b>	<b>3%</b>
North Jersey Total	27-May	3	100%	0%	0%	0%	0%
	28-May	3	100%	0%	0%	0%	0%
	29-May	7	71%	29%	0%	0%	0%
	30-May	7	71%	29%	0%	0%	0%
	31-May	7	57%	14%	29%	0%	0%
<b>North Jersey Total</b>		<b>27</b>	<b>74%</b>	<b>19%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>
South Jersey Total	27-May	0	100%	0%	0%	0%	0%
	28-May	1	100%	0%	0%	0%	0%
	29-May	3	67%	0%	0%	33%	0%
	30-May	3	33%	33%	0%	0%	33%
	31-May	3	67%	0%	0%	33%	0%
<b>South Jersey Total</b>		<b>10</b>	<b>60%</b>	<b>10%</b>	<b>0%</b>	<b>20%</b>	<b>10%</b>
<b>Grand Total</b>		<b>69</b>	<b>75%</b>	<b>13%</b>	<b>6%</b>	<b>3%</b>	<b>3%</b>

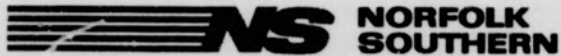


For the week ending 5/31/02

Shared Asset Area Trains Held

area	Sat 25-May	Sun 26-May	Mon 27-May	Tue 28-May	Wed 29-May	Thu 30-May	Fri 31-May	Grand Total
North Jersey	0	2	4	2	2	1	3	14
South Jersey	0	1	1	0	0	1	3	6
Detroit	0	0	0	0	0	0	0	0

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



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

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

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

**NS Northern Region Train Starts and Delays**

	Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	Grand Total
# of Train Starts	175	143	127	155	178	184	175	1137
<b>Delay Cause</b>								
Crew Delays (hrs)	14.1	2.0	0.3	6.4	7.3	2.0	7.3	39.4
Power Delays (hrs)	17.5	0.0	15.3	0.5	1.8	17.8	125.7	178.5

The delay numbers are expressed in hours

**Locomotive Fleet Statistics**

	Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	average
Fleet Size	3281	3267	3294	3275	3285	3286	3274	3280
available	3058	3046	3086	3042	3068	3081	3093	3068
out of service %	6.8%	6.8%	6.3%	7.1%	6.6%	6.2%	5.5%	6.5%

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



**NS Crew Starts and Delays**

		Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	total
Allentown	crew starts	13	16	9	17	16	19	16	106
	crews delayed	3	2	2	1	2	4	4	18
Bellevue	crew starts	42	41	44	40	36	44	44	291
	crews delayed	14	4	5	4	8	5	8	48
Buffalo	crew starts	22	27	20	22	25	25	23	164
	crews delayed	4	2	1	0	0	3	4	14
Chicago	crew starts	36	38	35	31	38	42	33	253
	crews delayed	17	16	16	12	16	16	16	109
Cincinnati	crew starts	35	36	24	26	34	34	33	222
	crews delayed	7	10	3	2	4	6	5	37
Cleveland	crew starts	8	12	8	10	6	11	9	64
	crews delayed	4	2	3	2	2	3	6	22
Conway	crew starts	60	49	41	37	49	56	50	342
	crews delayed	9	13	8	9	6	15	4	64
Detroit	crew starts	17	12	9	14	20	19	20	111
	crews delayed	7	4	4	2	6	4	3	30
Elkhart	crew starts	48	36	46	42	38	49	39	298
	crews delayed	22	12	21	15	11	22	17	120
Harrisburg	crew starts	63	44	47	44	52	55	58	363
	crews delayed	29	17	1	11	15	18	21	121
Toledo	crew starts	62	55	47	49	59	61	61	394
	crews delayed	19	16	8	4	9	18	15	89

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

**NS Northern Region Daily Crew Availability Percentage**

	Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	average
availability%	75%	74%	76%	77%	80%	79%	75%	77%

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

**NS Northern Region Crew Starts and Recrews**

	Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	total
crew starts								
recrews								

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

STB

FD-33388

5-30-02

D

305510



Title This Jacket

STB FD-33388 5-30-02 D

ID-305510

SURFACE TRANSPORTATION BOARD

# Memorandum

205510



DATE: May 30, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

**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 three paper copies, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong  
Charles Renninger

ENTERED  
Office of the Secretary

MAY 31 2002

Part of  
Public Record



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

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

May 29, 2002

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

RECEIVED  
SURFACE TRANSPORTATION  
BOARD  
2002 MAY 29 P 1:59  
OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, May 24th. Cars on-line, again, improved from 230,406 to 229,913 cars. Train velocity improved from 22.4 to 22.9 miles-per-hour. Terminal dwell increased from 25.6 to 26.1 hours.

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

**Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved unfavorably three percentage points to 72%. The percent of trains greater than 6 hours late moved unfavorably one percentage point to 10%.

**Yards and Terminals**

Seven of the 14 measured yards showed an improvement from the prior week. Volumes remained within expected levels across the network.

**Corridor Performance**

Of the six measured corridors, two showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 96%. Overall, the on-time-to-two-hours-late category was 81%, the same percentage recorded for last week. The greater-than-six-hours-late category was 7%, same percentage as the prior week.

**Shared Areas**

Daily average on hand cars decreased at Pavonia and increased at North Yard and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 24.0 hours, improved from 25.6 hours the prior week.

**Additional Measurements**

**Train Delay Metric:** For 746 train starts, the total weekly train delay for crew totaled 38 hours and power delay totaled 8 hours.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 17.85% for the week, up slightly from 17.5% the prior week.

**Daily Crew Availability Percentage:** Crew Availability Percentage was 83%, the same percentage as the prior week.

**Daily Number of Recrews Required:** Of 1731 crew starts, 37 (2%) were re Crews, moving favorably one percentage point from the previous week.

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

**Locomotives:** Gross Locomotives = 3772, Average Available = 3306, and Out-of-Service Ratio = 4.6%, improved from the 5.2% recorded for the previous week.

**Cars Offered in Interchange:** averaged 309 cars daily, 89 of which were for the Norfolk Southern. The total-offered and the NS-offered increased from the prior week.

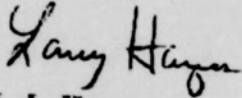
**On-time performance, passenger trains through Brunswick, MD:** 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 98% for 100 MARC trains (West Virginia - Washington).

**Buffalo Customer Service (Hot Line):** the customer service center received no calls this week. Customers have not used this line for the past 56 weeks.

Last week CSXT met the goal for 10 of the 18 key second quarter service measurements. Goals were met for cars on line, overall train velocity, merchandise train velocity, slow order miles, relief crews, right car right train, on-time originations, local originations, hours of locomotive delay, and combined locomotive out of service ratio.

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

Sincerely,



L. L. Hayes  
Director  
CSXT Service Measurements



## Surface Transportation Board

### Performance Measures

For the week ending: 05/24/02

#### Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	298	356	356	330	446
	Cars On Hand - Empty	252	323	410	466	481
	Cars On Hand - Total	550	679	766	796	927
	Cars Handled	352	361	493	583	654
	Dwell Hours	25.7	22.8	23.0	21.6	24.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	262	214	237	221	197
	Cars On Hand - Empty	229	289	463	366	416
	Cars On Hand - Total	491	503	700	587	613
	Cars Handled	289	458	511	570	503
	Dwell Hours	46.3	26.0	22.6	19.4	25.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	119	241	243	216	255
	Cars On Hand - Empty	153	118	168	155	168
	Cars On Hand - Total	272	359	411	371	423
	Cars Handled	134	281	337	251	338
	Dwell Hours	23.6	21.4	14.8	23.1	24.6

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

Overall terminal dwell time was 24.0 hours, down from 25.6 hours last week.

## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/20/02	05/21/02	05/22/02	05/23/02	05/24/02
North Jersey SAA	Number of Originations	5	7	8	8	8
	% Ontime	80%	57%	50%	75%	75%
	% Late 0-2 Hours	20%	43%	25%	0%	25%
	% Late 2-4 Hours	0%	0%	13%	25%	0%
	% Late 4-6 Hours	0%	0%	13%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	100%	100%	100%
	% Late 0-2 Hours	0%	0%	0%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	86%	75%	100%	63%	63%
	% Late 0-2 Hours	14%	0%	0%	38%	13%
	% Late 2-4 Hours	0%	25%	0%	0%	25%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 hours	0%	0%	0%	0%	0%

**CSX Comments:** Total road train delays were 26 trains. Crew delays were 3 trains for 4 hours; 2 trains were delayed 6 hours for power; originating trains 21 for a total of 101 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	05/20/02	05/21/02	05/22/02	05/23/02	05/24/02	Average
Cars Offered	NS	30	15	123	198	78	89
	All Other	164	249	169	313	204	220
	Total	194	264	292	511	282	309

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	05/20/02	05/21/02	05/22/02	05/23/02	05/24/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	0%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	95%	100%	95%	100%	98%

AMTK measured according to contract with CSX.

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

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	05/18/02	05/19/02	05/20/02	05/21/02	05/22/02	05/23/02	05/24/02	Total
Baltimore	Train Crew Starts	19	21	17	19	14	15	22	127
	Crews Delayed +2 Hours	11	10	7	7	5	3	9	52
	% Delayed +2 Hours	58%	48%	41%	37%	36%	20%	41%	41%
Buffalo	Train Crew Starts	48	39	35	49	41	49	49	310
	Crews Delayed +2 Hours	5	3	5	3	3	7	3	29
	% Delayed +2 Hours	10%	8%	14%	6%	7%	14%	6%	9%
Chicago	Train Crew Starts	26	23	27	24	30	28	29	187
	Crews Delayed +2 Hours	7	7	7	3	8	5	7	44
	% Delayed +2 Hours	27%	30%	26%	13%	27%	18%	24%	24%
Cincinnati	Train Crew Starts	41	34	38	32	37	38	33	253
	Crews Delayed +2 Hours	1	4	3	0	2	3	3	16
	% Delayed +2 Hours	2%	12%	8%	0%	5%	8%	9%	6%
Cleveland	Train Crew Starts	21	21	17	23	21	25	24	152
	Crews Delayed +2 Hours	5	4	4	3	6	6	5	33
	% Delayed +2 Hours	24%	19%	24%	13%	29%	24%	21%	22%
Cumberland	Train Crew Starts	35	31	26	29	32	29	33	215
	Crews Delayed +2 Hours	2	4	5	2	3	5	2	23
	% Delayed +2 Hours	6%	13%	19%	7%	9%	17%	6%	11%
Detroit	Train Crew Starts	6	3	5	4	6	5	7	36
	Crews Delayed +2 Hours	0	0	0	0	1	0	1	2
	% Delayed +2 Hours	0%	0%	0%	0%	17%	0%	14%	6%
Philadelphia	Train Crew Starts	10	9	6	8	9	11	10	63
	Crews Delayed +2 Hours	2	1	1	0	1	2	0	7
	% Delayed +2 Hours	20%	11%	17%	0%	11%	18%	0%	11%
Selkirk	Train Crew Starts	52	41	25	46	46	48	53	311
	Crews Delayed +2 Hours	11	11	6	9	17	14	10	78
	% Delayed +2 Hours	21%	27%	24%	20%	37%	29%	19%	25%
Toledo	Train Crew Starts	38	30	35	32	27	29	30	221
	Crews Delayed +2 Hours	6	4	10	1	3	5	6	35
	% Delayed +2 Hours	16%	13%	29%	3%	11%	17%	20%	16%
Willard	Train Crew Starts	46	44	41	46	42	46	41	306
	Crews Delayed +2 Hours	10	9	5	12	1	4	4	45
	% Delayed +2 Hours	22%	20%	12%	26%	2%	9%	10%	15%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	05/18/02	05/19/02	05/20/02	05/21/02	05/22/02	05/23/02	05/24/02	Total
Train Delay	Originating Train Starts	111	107	87	99	107	117	118	746
	Delayed Hours - Power	0	1	0	0	1	1	5	8
	Delayed Hours - Crews	6	10	8	8	4	0	2	38

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	05/18/02	05/19/02	05/20/02	05/21/02	05/22/02	05/23/02	05/24/02	Average
Crew Availability		82%	82%	82%	82%	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	05/18/02	05/19/02	05/20/02	05/21/02	05/22/02	05/23/02	05/24/02	Total
Crews/Recrews	Train Crew Starts	261	228	204	254	260	267	257	1731
	Recrews	3	3	7	8	9	4	3	37
	% Recrewed	1%	1%	3%	3%	3%	1%	1%	2%

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



## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

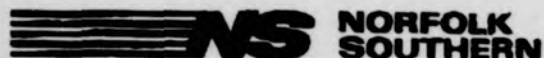
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	05/18/02	05/19/02	05/20/02	05/21/02	05/22/02	05/23/02	05/24/02	Average
Locomotives	Gross Fleet Size	3824	3786	3779	3755	3761	3742	3760	3772
	Avg. Number Available	3483	3451	3442	2456	3439	3439	3429	3306
	OOS Ratio	4.5	5.1	4.9	4.5	4.5	4.2	4.3	4.6

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	05/18/02	05/19/02	05/20/02	05/21/02	05/22/02	05/23/02	05/24/02	Average
Train Delay	Philadelphia/South Jersey	1	0	0	0	0	0	1	0
	North Jersey	3	2	2	4	2	5	3	3
	Detroit	1	0	0	0	1	1	0	0

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



Norfolk Southern Corporation  
Law Department  
Three Commercial Place  
Norfolk, Virginia 23510-9242

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

—  
Writer's Direct Dial Number

(757) 629-2657

(757) 533-4872

E-mail [gaaspato@nscorp.com](mailto:gaaspato@nscorp.com)

May 29, 2002

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending May 24, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

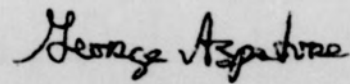
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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

Mr. Melvin F. Clemens, Jr.  
May 29, 2002  
Page 2

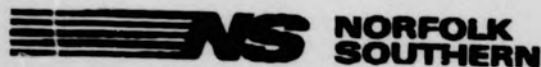
As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,



George A. Aspatore  
General Solicitor

Enclosures



Norfolk Southern Corporation  
Three Commercial Place  
Norfolk, Virginia 23510-2191

Tony L. Ingram  
Vice President  
Transportation Operations  
Telephone: 757 629-2606  
FAX: 757 629-2344

May 29, 2002

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

Dear Mr. Clemens:

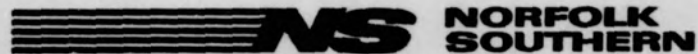
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 45 trains were held for terminal delays, 37 trains were held for crews, and 42 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and increased at North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power increased from the prior week. Three trains were delayed 4 hours for lack of crews and 2 trains were delayed 6 hours awaiting power. Twenty-one originating trains were delayed a total of 101 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 45% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Tony L. Ingram', followed by a horizontal line.

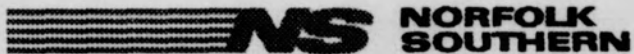


For the week ending 5/24/02

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	5/20/2002	850	153	119	272	134	23.6
	5/21/2002	850	118	241	359	281	21.4
	5/22/2002	850	168	243	411	337	14.8
	5/23/2002	850	155	216	371	251	23.1
	5/24/2002	850	168	255	423	338	24.6
<b>North Yard MI Average</b>		<b>850</b>	<b>152</b>	<b>215</b>	<b>367</b>	<b>268</b>	<b>21.1</b>
Oak Island NJ	5/20/2002	1200	252	298	550	352	25.7
	5/21/2002	1200	323	356	679	361	22.8
	5/22/2002	1200	410	356	766	493	23.0
	5/23/2002	1200	466	330	796	583	21.6
	5/24/2002	1200	481	446	927	654	24.7
<b>Oak Island NJ Average</b>		<b>1200</b>	<b>386</b>	<b>357</b>	<b>744</b>	<b>489</b>	<b>23.5</b>
Pavonia NJ	5/20/2002	900	229	262	491	289	46.3
	5/21/2002	900	289	214	503	458	26.0
	5/22/2002	900	463	237	700	511	22.6
	5/23/2002	900	366	221	587	570	19.4
	5/24/2002	900	416	197	613	503	25.9
<b>Pavonia Average</b>		<b>900</b>	<b>353</b>	<b>226</b>	<b>579</b>	<b>466</b>	<b>26.2</b>

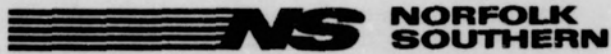




For the week ending 5/24/02

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	20-May	7	86%	14%	0%	0%	0%
	21-May	8	75%	0%	25%	0%	0%
	22-May	8	100%	0%	0%	0%	0%
	23-May	8	63%	38%	0%	0%	0%
	24-May	8	63%	13%	25%	0%	0%
<b>Detroit Total</b>		<b>39</b>	<b>77%</b>	<b>13%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>
North Jersey Total	20-May	5	80%	20%	0%	0%	0%
	21-May	7	57%	43%	0%	0%	0%
	22-May	8	50%	25%	13%	13%	0%
	23-May	8	75%	0%	25%	0%	0%
	24-May	8	75%	25%	0%	0%	0%
<b>North Jersey Total</b>		<b>36</b>	<b>67%</b>	<b>22%</b>	<b>8%</b>	<b>3%</b>	<b>0%</b>
South Jersey Total	20-May	1	100%	0%	0%	0%	0%
	21-May	3	100%	0%	0%	0%	0%
	22-May	3	100%	0%	0%	0%	0%
	23-May	3	100%	0%	0%	0%	0%
	24-May	3	100%	0%	0%	0%	0%
<b>South Jersey Total</b>		<b>13</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>Grand Total</b>		<b>88</b>	<b>76%</b>	<b>15%</b>	<b>8%</b>	<b>1%</b>	<b>0%</b>

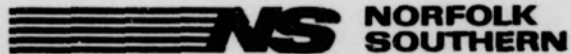


For the week ending 5/24/02

Shared Asset Area Trains Held

area	Sat 18-May	Sun 19-May	Mon 20-May	Tue 21-May	Wed 22-May	Thu 23-May	Fri 24-May	Grand Total
North Jersey	3	2	2	4	2	5	3	21
South Jersey	1	0	0	0	0	0	1	2
Detroit	1	0	0	0	1	1	0	3

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



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

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	136	1	5	7	106	255
<b>Total</b>	<b>136</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>106</b>	<b>255</b>

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

**NS Northern Region Train Starts and Delays**

	Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	Grand Total
# of Train Starts	164	144	164	173	175	191	174	1185
<b>Delay Cause</b>								
Crew Delays (hrs)	75.2	14.1	4.8	13.4	5.3	13.6	10.8	137.1
Power Delays (hrs)	25.8	20.0	10.5	1.0	74.7	46.3	107.1	285.3

The delay numbers are expressed in hours

**Locomotive Fleet Statistics**

	Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	average
Fleet Size	3200	3208	3255	3298	3260	3284	3284	3256
available	2997	2998	3051	3072	3047	3069	3074	3044
out of service %	6.3%	6.5%	6.3%	6.9%	6.5%	6.5%	6.4%	6.5%

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

**NS Crew Starts and Delays**

		Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	total
<b>Allentown</b>	crew starts	15	15	17	15	16	20	18	116
	crews delayed	3	4	6	4	6	6	3	32
<b>Bellevue</b>	crew starts	43	47	41	51	48	50	45	325
	crews delayed	15	13	9	13	6	19	7	82
<b>Buffalo</b>	crew starts	22	23	25	25	28	26	25	174
	crews delayed	3	4	4	4	3	3	2	23
<b>Chicago</b>	crew starts	33	35	36	34	37	37	37	249
	crews delayed	16	18	17	21	20	17	23	132
<b>Cincinnati</b>	crew starts	31	38	29	28	31	36	36	229
	crews delayed	8	10	6	11	8	7	8	58
<b>Cleveland</b>	crew starts	7	13	10	8	8	9	12	67
	crews delayed	5	4	2	2	3	2	3	21
<b>Conway</b>	crew starts	54	51	39	51	51	55	49	350
	crews delayed	11	14	9	9	14	8	10	75
<b>Detroit</b>	crew starts	17	14	18	16	22	18	20	125
	crews delayed	8	2	5	3	8	4	6	36
<b>Elkhart</b>	crew starts	41	36	39	45	37	42	45	285
	crews delayed	20	11	20	15	13	18	14	111
<b>Harrisburg</b>	crew starts	56	46	47	59	60	60	57	385
	crews delayed	21	17	16	17	28	24	18	141
<b>Toledo</b>	crew starts	60	58	53	61	62	60	62	416
	crews delayed	10	9	9	17	12	12	15	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-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	average
availability%	74%	74%	75%	77%	79%	78%	77%	76%

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

**NS Northern Region Crew Starts and Recrews**

	Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	total
crew starts	348	331	302	349	343	363	352	2388
recrews	12	7	8	5	21	9	18	80

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

STB

FD-33388

5-23-02

D

205470



Title This Jacket

STB FD-33388 5-23-02 D

ID-205470

SURFACE TRANSPORTATION BOARD

# Memorandum



DATE: May 23, 2002

**TO** : Ron Douglas, Printing Officer  
Section of Facilities Management  
Office of Economics, Environmental Analysis, and Administration

ENTERED  
Office of the Secretary

MAY 24 2002

Part of  
Public Record

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

205470

**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 three paper copies, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan  
Vice Chairman Burkes  
Richard Armstrong  
Charles Renninger



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

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

May 22, 2002

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, May 17th. Cars on-line improved from 231,530 to 230,406 cars. Train velocity remained the same, 22.4 miles-per-hour. Terminal dwell increased from 24.2 to 25.6 hours.

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

**Chicago Gateway Operations**

The on-time-to-two-hours-late measure moved unfavorably five percentage points to 75%. The percent of trains greater than 6 hours late moved unfavorably four percentage points to 9%.

**Yards and Terminals**

Four of the 14 measured yards showed an improvement from the prior week. Volumes remained within expected levels across the network.

**Corridor Performance**

Of the six measured corridors, four showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 94%. Overall, the on-time-to-two-hours-late category was 81%, down one percentage point from last week. The greater-than-six-hours-late category was 7%, down one percentage point from the previous week.

**Shared Areas**

Daily average on hand cars decreased at Pavonia and North Yard, and increased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.6 hours, up from 24.8 hours the prior week.

**Additional Measurements**

**Train Delay Metric:** For 731 train starts, the total weekly train delay for crew totaled 40 hours and one hour was recorded power delay.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 17.5% for the week, improved from 18.0% the prior week.

**Daily Crew Availability Percentage:** Crew Availability Percentage was 83%, the same percentage as the prior week.

**Daily Number of Recrews Required:** Of 1734 crew starts, 44 (3%) were recrews, the same percentage as the previous week.

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

**Locomotives:** Gross Locomotives = 3847, Average Available = 3495, and Out-of-Service Ratio = 5.2%, improved from the 5.3% recorded for the previous week.

**Cars Offered in Interchange:** averaged 171 cars daily, 17 of which were for the Norfolk Southern. The total-offered and the NS-offered decreased from the prior week.

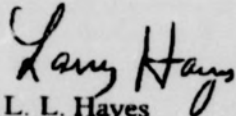
**On-time performance, passenger trains through Brunswick, MD:** 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 90% for 100 MARC trains (West Virginia - Washington).

**Buffalo Customer Service (Hot Line):** the customer service center received no calls this week. Customers have not used this line for the past 55 weeks.

Last week CSXT met the goal for 7 of the 18 key second quarter service measurements. Goals were met for FRA reportable derailments, cars on line, slow order miles, relief crews, on-time originations, hours of locomotive delay, and local originations.

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

Sincerely,



L. L. Hayes

Director

CSXT Service Measurements



# Surface Transportation Board

## Performance Measures

For the week ending:

05/17/02

### Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	261	259	295	321	283
	Cars On Hand - Empty	264	350	428	415	489
	Cars On Hand - Total	525	609	723	736	772
	Cars Handled	367	369	504	483	575
	Dwell Hours	22.6	28.7	23.6	21.3	23.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	345	366	272	326	224
	Cars On Hand - Empty	351	351	304	359	296
	Cars On Hand - Total	696	717	576	685	520
	Cars Handled	437	476	328	507	320
	Dwell Hours	37.8	25.1	29.7	28.6	27.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	124	185	205	206	169
	Cars On Hand - Empty	192	198	163	160	162
	Cars On Hand - Total	316	383	368	366	331
	Cars Handled	223	257	288	328	253
	Dwell Hours	16.4	24.1	19.1	26.0	24.9

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

Overall terminal dwell time was 25.6 hours, up from 24.8 hours last week.

## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/13/02	05/14/02	05/15/02	05/16/02	05/17/02
North Jersey SAA	Number of Originations	4	7	8	9	8
	% Ontime	100%	86%	88%	78%	100%
	% Late 0-2 Hours	0%	14%	13%	11%	0%
	% Late 2-4 Hours	0%	0%	0%	11%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	100%	100%	100%
	% Late 0-2 Hours	0%	0%	0%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	100%	75%	100%	88%	75%
	% Late 0-2 Hours	0%	25%	0%	13%	25%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 hours	0%	0%	0%	0%	0%

**CSX Comments:** Total road train delays were 24 trains. Crew delays were 2 trains for 3 hours; zero trains were delayed on account of power; originating trains 22 for a total of 75 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Daily Average
Cars Offered	NS	22	30	27	6	1	17
	All Other	362	176	84	174	58	171
	Total	384	206	101	180	59	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 On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

Service	Measure	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	50%	50%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	85%	100%	100%	70%	95%	90%

AMTK measured according to contract with CSXT.

## Surface Transportation Board

### Performance Measures

#### CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	05/11/02	05/12/02	05/13/02	05/14/02	05/15/02	05/16/02	05/17/02	Total
Baltimore	Train Crew Starts	16	18	15	19	16	16	19	119
	Crews Delayed +2 Hours	6	4	4	6	6	4	8	38
	% Delayed +2 Hours	38%	22%	27%	32%	38%	25%	42%	32%
Buffalo	Train Crew Starts	46	41	33	45	43	40	48	296
	Crews Delayed +2 Hours	8	5	2	5	4	2	2	28
	% Delayed +2 Hours	17%	12%	6%	11%	9%	5%	4%	9%
Chicago	Train Crew Starts	26	28	25	24	24	29	27	183
	Crews Delayed +2 Hours	9	8	7	7	5	12	6	54
	% Delayed +2 Hours	35%	29%	28%	29%	21%	41%	22%	30%
Cincinnati	Train Crew Starts	38	36	32	35	34	33	39	247
	Crews Delayed +2 Hours	2	3	0	2	1	3	2	13
	% Delayed +2 Hours	5%	8%	0%	6%	3%	9%	5%	5%
Cleveland	Train Crew Starts	22	21	18	16	22	19	20	291
	Crews Delayed +2 Hours	6	1	4	3	3	2	4	23
	% Delayed +2 Hours	27%	5%	22%	16%	14%	11%	20%	8%
Cumberland	Train Crew Starts	34	30	24	28	28	29	35	208
	Crews Delayed +2 Hours	2	4	5	5	3	6	4	29
	% Delayed +2 Hours	6%	13%	21%	18%	11%	21%	1%	14%
Detroit	Train Crew Starts	4	6	4	7	5	6	5	37
	Crews Delayed +2 Hours	1	1	0	1	0	0	0	3
	% Delayed +2 Hours	25%	17%	0%	14%	0%	0%	0%	8%
Philadelphia	Train Crew Starts	10	9	9	10	9	12	7	66
	Crews Delayed +2 Hours	0	0	0	0	1	1	0	2
	% Delayed +2 Hours	0%	0%	0%	0%	11%	8%	0%	3%
Selkirk	Train Crew Starts	45	43	34	42	47	47	49	307
	Crews Delayed +2 Hours	13	8	10	11	8	8	1	59
	% Delayed +2 Hours	29%	19%	29%	26%	17%	17%	14%	19%
Toledo	Train Crew Starts	28	35	29	28	31	32	30	213
	Crews Delayed +2 Hours	10	10	2	6	3	5	5	41
	% Delayed +2 Hours	36%	29%	7%	21%	10%	16%	17%	19%
Willard	Train Crew Starts	46	47	36	44	47	45	45	310
	Crews Delayed +2 Hours	7	11	11	8	6	4	6	53
	% Delayed +2 Hours	15%	23%	31%	18%	13%	9%	13%	17%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	05/11/02	05/12/02	05/13/02	05/14/02	05/15/02	05/16/02	05/17/02	Total
Train Delay	Originating Train Starts	102	104	95	99	106	113	112	731
	Delayed Hours - Power	0	6	0	0	0	1	0	1
	Delayed Hours - Crews	22	13	9	2	3	0	0	40

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	05/11/02	05/12/02	05/13/02	05/14/02	05/15/02	05/16/02	05/17/02	Average
Crew Availability		83%	81%	82%	83%	84%	84%	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	05/11/02	05/12/02	05/13/02	05/14/02	05/15/02	05/16/02	05/17/02	Total
Crews/Recrews	Train Crew Starts	249	229	217	246	251	271	271	1734
	Recrews	5	6	4	5	5	10	9	44
	% Recrewed	2%	3%	2%	2%	2%	4%	3%	3%

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



## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

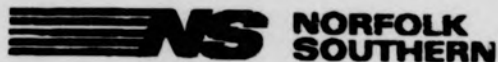
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	05/11/02	05/12/02	05/13/02	05/14/02	05/15/02	05/16/02	05/17/02	Average
Locomotives	Gross Fleet Size	3881	3906	3868	3844	3820	3805	3802	3847
	Avg. Number Available	3520	3502	3500	3494	3494	3463	3490	3495
	OOS Ratio	4.8	5.5	5.7	5.4	5.1	5.3	4.8	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	05/11/02	05/12/02	05/13/02	05/14/02	05/15/02	05/16/02	05/17/02	Average
Train Delay	Philadelphia/South Jersey	1	2	0	0	0	0	0	0
	North Jersey	3	5	2	2	2	1	5	3
	Detroit	0	0	0	1	0	0	0	0

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



Norfolk Southern Corporation  
Three Commercial Place  
Norfolk, Virginia 23510-2191

Tony L. Ingram  
Vice President  
Transportation Operations  
Telephone: 757 629-2606  
FAX: 757 629-2344

May 22, 2002

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

OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

2002 MAY 23 A 10: 33

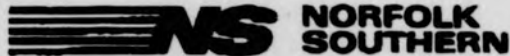
RECEIVED  
SURFACE TRANSPORTATION  
BOARD

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 38 trains were held for terminal delays, 16 trains were held for crews, and 21 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and North Yard and increased at Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power decreased from last week. Two trains were delayed 3 hours for lack of crews and no trains were delayed awaiting power. Twenty-two originating trains were delayed a total of seventy-five hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 40% of the delay hours reported in the SAAs.

Sincerely,



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

George A. Aspatore  
 General Solicitor

Writer's Direct Dial Number

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

May 22, 2002

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

OFFICE OF COMPLIANCE  
 AND ENFORCEMENT  
 DIRECTOR'S OFFICE

2002 MAY 23 A 10:33

RECEIVED  
 SURFACE TRANSPORTATION  
 BOARD

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending May 17, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

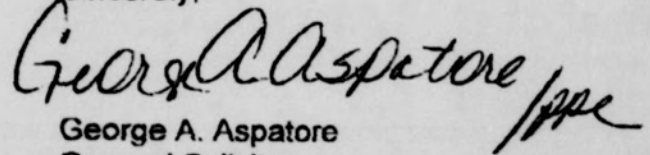
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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

Mr. Melvin F. Clemens, Jr.  
May 22, 2002  
Page 2

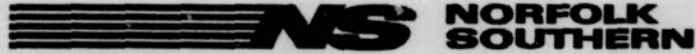
As always, I am including a letter written by Tony L. Ingram, Vice President Transportation – Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,

A handwritten signature in cursive script that reads "George A. Aspatore" followed by a flourish.

George A. Aspatore  
General Solicitor

Enclosures

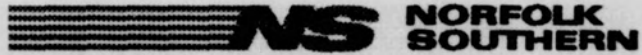


For the week ending 5/17/02

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	5/13/2002	850	192	124	316	223	16.4
	5/14/2002	850	198	185	383	257	24.1
	5/15/2002	850	163	205	368	288	19.1
	5/16/2002	850	160	206	366	328	26.0
	5/17/2002	850	162	169	331	253	24.9
<b>North Yard MI Average</b>		<b>850</b>	<b>175</b>	<b>178</b>	<b>353</b>	<b>270</b>	<b>22.4</b>
Oak Island NJ	5/13/2002	1200	264	261	525	367	22.6
	5/14/2002	1200	350	259	609	369	28.7
	5/15/2002	1200	428	295	723	504	23.6
	5/16/2002	1200	415	321	736	483	21.3
	5/17/2002	1200	489	283	772	575	23.5
<b>Oak Island NJ Average</b>		<b>1200</b>	<b>389</b>	<b>284</b>	<b>673</b>	<b>460</b>	<b>23.7</b>
Pavonia NJ	5/13/2002	900	351	345	696	437	37.8
	5/14/2002	900	351	366	717	476	25.1
	5/15/2002	900	304	272	576	328	29.7
	5/16/2002	900	359	326	685	507	28.6
	5/17/2002	900	296	224	520	320	27.2
<b>Pavonia Average</b>		<b>900</b>	<b>332</b>	<b>307</b>	<b>639</b>	<b>414</b>	<b>29.7</b>

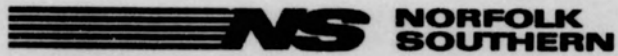




For the week ending 5/17/02

Shared Asset Train. Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	13-May	7	100%	0%	0%	0%	0%
	14-May	8	75%	25%	0%	0%	0%
	15-May	8	100%	0%	0%	0%	0%
	16-May	8	88%	13%	0%	0%	0%
	17-May	8	75%	25%	0%	0%	0%
<b>Detroit Total</b>		<b>39</b>	<b>87%</b>	<b>13%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
North Jersey Total	13-May	4	100%	0%	0%	0%	0%
	14-May	7	86%	14%	0%	0%	0%
	15-May	8	88%	13%	0%	0%	0%
	16-May	9	78%	11%	11%	0%	0%
	17-May	8	100%	0%	0%	0%	0%
<b>North Jersey Total</b>		<b>36</b>	<b>89%</b>	<b>8%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>
South Jersey Total	13-May	1	100%	0%	0%	0%	0%
	14-May	3	100%	0%	0%	0%	0%
	15-May	3	100%	0%	0%	0%	0%
	16-May	3	100%	0%	0%	0%	0%
	17-May	3	100%	0%	0%	0%	0%
<b>South Jersey Total</b>		<b>13</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>Grand Total</b>		<b>88</b>	<b>90%</b>	<b>9%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>

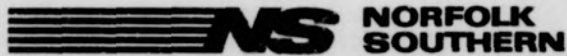


For the week ending 5/17/02

Shared Asset Area Trains Held

area	Sat 11-May	Sun 12-May	Mon 13-May	Tue 14-May	Wed 15-May	Thu 16-May	Fri 17-May	Grand Total
North Jersey	3	5	2	2	2	1	5	20
South Jersey	1	2	0	0	0	0	0	3
Detroit	0	0	0	1	0	0	0	1

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



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

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	224	0	0	0	0	224
<b>Total</b>	<b>224</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>

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

**NS Northern Region Train Starts and Delays**

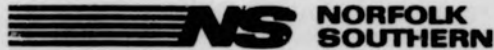
	Saturday 11-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	Grand Total
# of Train Starts	169	137	153	170	181	178	173	1161
<b>Delay Cause</b>								
Crew Delays (hrs)	11.1	5.6	2.2	0.5	0.0	5.3	2.9	27.6
Power Delays (hrs)	9.8	0.0	34.0	4.7	48.8	3.0	18.5	118.7

The delay numbers are expressed in hours

**Locomotive Fleet Statistics**

	Saturday 11-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	average
<b>Fleet Size</b>	3258	3238	3211	3234	3217	3218	3224	3229
<b>available</b>	3068	3045	3014	3015	3019	3004	3009	3025
<b>out of service %</b>	5.8%	6.0%	6.1%	6.9%	6.2%	6.7%	6.7%	6.3%

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



### NS Crew Starts and Delays

		Saturday 11-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	total
Allentown	crew starts	13	14	17	17	17	18	19	115
	crews delayed	3	3	4	2	4	4	7	27
Bellevue	crew starts	42	42	42	41	54	49	48	318
	crews delayed	16	9	13	11	13	10	16	88
Buffalo	crew starts	23	22	25	25	23	28	23	169
	crews delayed	1	3	1	2	3	3	4	17
Chicago	crew starts	36	30	32	33	36	35	37	239
	crews delayed	19	13	14	16	13	16	20	111
Cincinnati	crew starts	31	31	32	31	34	30	36	225
	crews delayed	4	9	4	9	4	5	9	44
Cleveland	crew starts	9	9	8	9	9	9	9	62
	crews delayed	6	1	3	3	4	4	3	24
Conway	crew starts	50	49	40	50	55	57	54	355
	crews delayed	9	9	11	4	7	11	16	67
Detroit	crew starts	17	9	19	17	19	18	18	117
	crews delayed	8	1	2	8	2	6	9	36
Elkhart	crew starts	43	37	38	42	39	39	43	281
	crews delayed	20	15	8	16	10	15	18	102
Harrisburg	crew starts	57	50	45	54	61	55	58	380
	crews delayed	22	17	14	13	23	25	19	133
Toledo	crew starts	61	52	53	53	59	62	55	395
	crews delayed	18	14	8	8	14	11	8	81

**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-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	average
availability%	75%	73%	76%	79%	79%	78%	77%	77%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 11-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	total
crew starts	349	317	283	328	359	359	352	2347
recrews	11	7	9	10	11	9	14	71

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